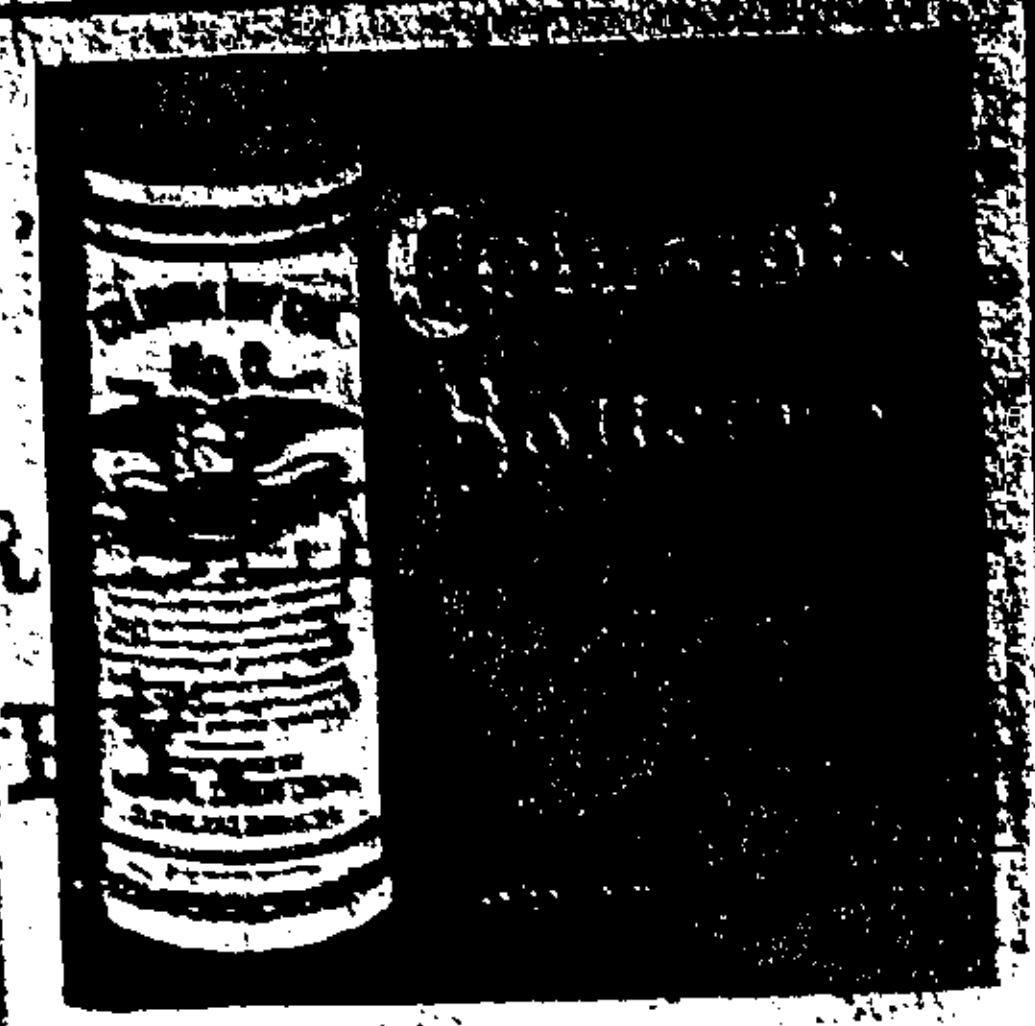


The Hongkong Telegraph

(ESTABLISHED 1881)

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REUTER'S TELEGRAMS.

SERIOUS IRISH NEWS.

PRACTICALLY CIVIL WAR IN BELFAST.

London, August 31.

The Belfast conflict is assuming all the features of civil war. Yesterday's all-day fighting continued at night when the total casualties since the outbreak reached 18 killed and 200 seriously wounded. Numerous incendiary fires are lighting up the whole city. They were started last night and were watched by dense crowds. There are 20 conflagrations in the Shankill district, where practically every spirit and grocery shop and many public-houses are occupied by Roman Catholics were ignited. The Fire Brigade is unable to cope with the demands. Refugees are fleeing and hundreds have arrived in Tyrone. The Camerons arrived from the Curragh, Dublin, by motor lorry early this morning; whence they were despatched by special trains towards Belfast. The Curfew Law has been introduced.

HIS MAJESTY'S POSITION.

London, August 31.

His Majesty's Secretary, Lord Stamfordham, replying to Mr. Horatio Bottomley urging his Majesty to take "an unconventional step" and "an experiment worth the trying," as regards the release of the Lord Mayor of Cork, submits that this would be unconstitutional rather than unconventional and it would be dangerous for a sovereign to make such experiments upon the Constitution. He points out that even if his Majesty favoured the release this could only be effected by the Sovereign's personal action in the face of His Ministers' advice and with, presumably, the result of their resignation. There was also the further risk that the country at large might regard the price paid as too high for the object attained and would blame His Majesty for creating a grave political crisis at a time of special national stress and anxiety.

THE RUSSO-POLISH QUESTION.

MINSK NEGOTIATIONS INTERRUPTED.

Paris, August 31.

A message from Warsaw says the Minsk negotiations have been interrupted. Most of the Polish delegates have gone to Brest-Litovsk and the Soviet delegates to Moscow. Both sides will probably resume the Conference within a week at Riga, by permission of the Latvian Government.

A LULL IN THE FIGHTING.

London, August 31.

Except in the Lemberg region, where fierce fighting continues, the operations on the Polish front have died down. Both sides are evidently busy re-grouping their forces. A Bolshevik communiqué issued to-day claim the capture of a number of villages near Bielestok, where it is expected the Red counter-offensive will develop. As regards Wrangel, a communiqué declares that his force which landed at Kaban has ceased to exist, and its remnants are hiding in the reeds. Over a thousand prisoners and a large amount of material were taken, whilst three Generals were cut down.

THE "MESOPOT" TROUBLE.

LATEST REPORTS ON THE SITUATION.

London, August 31.

A Mesopotamia communiqué states that on the Lower Euphrates the expected attack has not materialized. A British column up supplies from Nasirah reached the town after some opposition. In the Hillah area, a 34th Brigade column advanced nine miles to Imam Hamza from Jerboiyah and carried out punitive measures against several localities in the neighbourhood. Aeroplanes assisted this force, which is now returning to Hillah, which town is quiet. A small gathering of rebels near by was dispersed by shell-fire. North of Bagdad, the country is becoming more disturbed. A body of tribesmen near Beled was scattered by aeroplanes. Beled is reported to be invested. North-east of Bagdad, the garrison at Tuz Khermutli has been relieved by a small column which drove off the enemy, killing thirty. Bakubah station and town, which were found to have been sacked by insurgents, was retaken on August 28. In North-West Persia, Persian Cossacks are refitting at Menjil. The Reds have not pursued them. Our reconnaissance, which was sent out, reports that there were no enemy within 22 miles of Menjil.

COUNTY CRICKET.

MIDDLESEX THE CHAMPIONS.

London, August 31.

Middlesex has won the County Championship, with a percentage of 71.00. Lancashire is second with 74.61. Middlesex beat Surrey by 55 runs. Middlesex beat Worcester by nine wickets. Lancashire beat Essex by 20 runs and 235 runs.

REUTER'S TELEGRAMS.

MINERS' STRIKE BALLOT.

THE OFFICIAL FIGURES.

London, August 31.

The official figures of the miners' ballot for a strike are—506,782 for, and 238,865 against.

TRIPLE ALLIANCE SUPPORTS THE MINERS.

London, August 31.

The meeting of the Triple Alliance, after hearing Mr. Smillie, passed a resolution declaring that the Alliance was unanimously of the opinion that the miners' claims were reasonable and just and should be conceded forthwith.

The conference is re-assembling to-morrow to consider its further policy.

It is understood that this resolution was fully anticipated and in no wise blocks the way to further negotiations for an ultimate peaceful settlement.

AMERICA HAS SIMILAR CRISIS.

London, August 31.

Concurrently with the coal crisis in Britain, a similar crisis has arisen in America. A Washington message says President Wilson has signed the mine wages award, increasing the miners' wages 17 to 20 per cent. Meanwhile, the miners have threatened to strike unless the minority report recommending a higher award, is adopted, to which President Wilson has replied that the challenge would be accepted, and, in the event of a strike, the people would find a substitute fuel to tide them over until the time the miners were ready to abide by their obligations.

U.S. NAVY.

NO CHANGE IN DEVELOPMENT PLANS.

Charleston, Virginia, August 31.

Mr. Daniels, Secretary of the Navy, in a speech here said that the delay in the ratification of the Treaty of Versailles had prevented a cessation of naval enlargement, and there had, therefore, been no change in the plans of America for naval development, which "will give our Navy a world primacy."

"We are not only completing a great naval armour project at plant at Charleston, but we are building enormous docks on the other shore and facilities elsewhere. We are constructing eighteen Dreadnoughts and battle cruisers with a dozen other powerful ships, which, in effective fighting power, will give our navy a world primacy."

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

COMING TO THE STRAITS.

Singapore, September 1.

Sir S. Birch is coming out by the Malaya.

THE AUSTRALIAN FLYERS.

Singapore, September 1.

Lt. Parer's machine crashed between Sydney and Melbourne. He was unhurt and continued in a military aeroplane.

TO-DAY'S CHINESE TELEGRAMS.

Peking, September 1.

Chan Jok-lin has made out a list of over 40 people requesting the Premier to give them positions in the various Ministries. Owing to Shun Chun-hsun's protest that Lu Yingcheong, Tuchun of Chekiang, is supplying ammunitions to Chan King-ming, the Government has despatched an official to have the question investigated.

Tong Tsao-fu has been appointed as plenipotentiary delegate for China to the League of Nations instead of Dr. Wellington Koo.

Shanghai, September 1.

Chan Chu-chai, Secretary of the Financial Ministry, has proposed the soliciting of an enormous loan from American bankers for the disbandment of soldiers and the reorganization of the various ministries. He will leave for the States as soon as matters in Peking are fairly settled.

It is rumoured here that the authorities of the two Kwangtung provinces are planning to cancel independence and unite with the Central Government.

(Other Telegrams on Page 2 and 3.)

TEN KOWLOON HOUSES.

SOLD BY HUMPHREYS ESTATE CO.

We hear that Humphreys Avenue, Kowloon, and two villas on Carnarvon Road, belonging to the Humphreys Estate Company, have been sold. Yesterday we enquired of the Company for confirmation of the above and were informed that the bargain money had been paid, but that the transaction has not yet been completed.

Humphreys Avenue is a terrace comprising eight houses, and these are said to have been sold to Portuguese buyers for \$9,000 each. The bargain money has been paid and the documents signed, the transaction to be completed by December.

The two villas on Carnarvon Road have also been secured by Portuguese buyers, for \$17,000 each, it is reported. These are five-roomed houses, while the houses in Humphreys Avenue are of four rooms each.

KWANGTUNG TROOPS.

MAKING NO ADVANCE.

The Headquarters of the Chief of Staff of the Military Governor of Kwangtung, communicating the following:

The Kwangsi troops in the Chaochow districts have been so far acting on the defensive, and the Kwangtung troops have not launched any attack during the last few days. There has been no fighting at Paoling and Hsailai, and the Kwangsi men are still having Hoifung and Lukfung within their lines of defence. The press reports to the contrary cannot be accepted as true.

The only Kwangsi troops in Waichow are the regiment under Colonel Lui Ting-cheung. In the battle at Tichiang the Kwangtung troops were defeated. Chikam District is now occupied by Colonel Liu, of the Kwangsi forces. The press report of its loss is incorrect.

Since his occupation, General Chen Chung-ming has made no advance at Swatow. Dissension within the Kwangtung Army, lack of food supplies, looting by troops, disapproval of his action on the part of Northern and Yangtze Tchuans, all have made his progress impossible.

The Kwangsi troops are organizing military posts to facilitate communication. Canton is at present peaceful.

DAY BY DAY.

In the Hongkong and Shanghai Bank shroff case, which was resumed before Mr. N. L. Smith at the Magistracy this morning, the accused, including the woman, were committed to the Sessions.

Mr. Adam Gibson, Colonial Veterinary Surgeon, who has for some time been suffering from dysentery, is shortly to retire from the service on account of ill-health. He has been in the Government service here since 1902 and has acted as Secretary of the Sanitary Board as well as Head of the Department. His many friends will wish him better health and long life in the Old Country.

Mr. T. F. Ladleur, living at No. 1, Sai Foe Terrace, to-day before Mr. N. L. Smith charged a Chinese with obtaining possession of his raincoat by false pretences. The evidence given by a servant girl stated that the defendant, who was a coolie employed in Mr. Ladleur's office but had been dismissed on a previous Saturday, came to Sai Foe Terrace, and obtained the coat from her on the pretext that he had been sent for the coat apparently has been sold or pawned, as no trace of it was found by the Police. Ladleur was present.

GIFTS FOR CZECHS.

EXPLANATION AND THANKS.

Writing to the editor of the Telegraph from aboard the transport "President Grant" under date of last evening, Mr. W. S. Tuttle, Transport Secretary of the Y. M. C. A., says—

Sir,—Relative to the article in this afternoon's edition of the Hongkong Telegraph, and to our conversation after the paper had been issued, I think I may say to you that I am fully advised touching the letter from Major Czernosek in to-day's South China Morning Post and the article in your issue of yesterday.

While I am not in a position to speak for the officers nor for any of the personnel of the Czechoslovak Army, nor for the citizens of this Republic—an Ally of your country and mine, and held by us in the greatest admiration and respect—moreover, while I am not authorized to express the official desires of the American Y. M. C. A., I have no hesitancy in reviewing this matter from my own standpoint.

I would acknowledge that in our conversation of the late forenoon of August 31st, which conversation, as you will recall, did not cover a period of more than three or four minutes, my thought was only of what I conceived to be my own duty. It did not occur to me to remind you of the splendid record made by the Czechoslovak Army in Siberia, nor that the officers and men of this Army have won the affection and respect of every right-thinking man who has had contact with them.

Until the beginning of this voyage I have worked with them only indirectly, but I have knowledge of their good co-operation with the Y. M. C. A. in what that organization sought to do for soldiers and sailors of the United States, and, so far as possible, with those of our Allies. The efforts of the Y. M. C. A. have been directed to certain lines of activity which are well known to you and to your readers. These included at one time a "canteen service", and to me on active duty the distribution of a minimum of such things as cigarettes, chocolate and comfort articles at no cost to the men. In order that this last mentioned service and others might be continued so long as there was need and opportunity for it, Secretaries have been given passage on many of the steamers which have transported Czechoslovak units from Vladivostok, and supplies have been furnished.

From the nature of the service, and particularly because of slow and unsatisfactory shipping facilities into Vladivostok, few of these supplies have been suitable for women and children. The experiences of my first week as Transport Secretary for the Y. M. C. A. aboard the President Grant gave me many reminders that I was not equipped with certain things which in my judgment would contribute to the well being of these passengers. No doubt the officers of the Y. M. C. A. to whom I am responsible would acknowledge the same desire that I feel to be of the greater service. They had furnished a very small supply of milk and instructed that it could be used to best advantage for women and children and invalids. With the help of the Cultural Committee of the 37th Transport, "President Grant," it was so distributed. Chocolate was apportioned to the same groups and through the same channel. A little more milk has been purchased in Hongkong, and in making this purchase the advice of the Senior Medical Officer has been followed.

When I spoke to you Tuesday morning I was concerned because I could not do more in what appeals to me as a proper and worthy service. I greatly regret that I did not make it clear to you just why the supplies at my disposal were insufficient for what I wished to do, and that the need I felt to do so, and the usual difficulties of travel by sea in hot weather, did not use the word "refugees." While there is no reproach in it, I do not think of these friends as refugees. My call at your office and my request that you

BILLIARDS.

GARRISON COMPETITION.

A series of matches has been arranged between certain Garrison Messes of the Garrison. Each Mess competing will furnish a team of six players, and six games of 15 minutes constitute a match. Two points will be awarded for a win, and one point for a draw.

The programme at present drawn up will take about three months to conclude. If this venture is attended with the success it is anticipated, a suitable trophy will be subscribed for, which will be held by the winners of the second programme until the conclusion of the third competition.

The Messes which have at present elected to take part in these trial matches are—88th Coy. R. G. A. Royal Engineers; 2ND. Wiltshire Regt. Staff & Departmental and R.A.M.C. The first matches will be played early in October.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 11/16d.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, SEPTEMBER 5.

St. John's Cathedral—Organ Recital by Mr. Denman Fuller—9.15 p.m.

MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

JONES ON JONES ACT.

Tacoma, August 11.—Senator Jones of Washington, made a speech in defence of the Merchant Marine Law, at a meeting of the shipping men of the coast ports. He declared that the law ought not to be modified in any way to encourage competitors with the Americans. He said that Article 28 of the law contained what he thought were discriminatory practices against foreign shipping lines, and he would like to see the American Shipping interests sacrifice something for the flag, if they want ships to fly the flag on the Pacific. The Bill was American in every way, and he urged more ships to sail under the flag. He said the law would help build up a Merchant Marine, and in no other way can their billions worth of war-built shipping be kept to work under the flag.

help the Y. M. C. A. to carry on this work was made without consultation with anyone aboard the Transport, and had not been thought of until thirty minutes before they were made. I wish to receive any censure that may be due me for want of tact in presenting to you only the points I had clearly in mind and not making equally clear the important facts mentioned in Major Czernosek's letter. But I am happy indeed that you made response to the request just as it was presented to you, and that many readers of the Hongkong Telegraph have shown themselves ready, as you were, to do by us of the President Grant as you would be done by

NOTICES.

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EARLIER TELEGRAMS.

THE HUNGER-STRIKING MAYOR.

Washington, Aug. 29. Three women sympathisers in the cause of Ireland visited Secretary of State Colby and asked him to protest to the British Government against the imprisonment of the Mayor of Cork. Mr. Colby said he would take the request into consideration. One of the delegation declared that unless an immediate answer was given the Administration would lose the entire Irish-American vote. Mr. Colby replied that he represented the American nation, not a group of citizens.

JAPANESE IN CALIFORNIA.

Washington, Aug. 29. Baron Chimenara, the Japanese Ambassador, and Mr. Colby, Secretary of State, conferred on the question of Japanese immigration, whereat Mr. Stevens, Governor of California, recently addressed the State Department. After the conference Mr. Colby expressed the hope that early settlement, satisfactory to all, would be reached. Whilst the conference was informal in a sense, neither the Ambassador nor the Secretary of State was acting under specific instructions. It is stated that the entire question will be thrashed out.

IMPORTANT SCANDINAVIAN POLITICAL CONFERENCE.

Copenhagen, Aug. 31. The Prime Ministers and Foreign Ministers of Norway, Denmark and Sweden have conferred for three days, and exchanged views on the international situation and foreign political questions of common interest, on which complete agreement was reached. The conference decided to hold further similar meetings in order to ensure mutual collaboration.

POLISH SITUATION.

Rome, Aug. 29. The "Idea Nazionale" understands that the Pope is urging the Poles not to cross the frontiers and to display a conciliatory spirit in the peace negotiations.

Washington, Aug. 29. The American cruiser Pittsburgh has been ordered to Dantzig from Reval for the protection of Americans.

PILGRIM FATHERS COMMEMORATION.

The Hague, Aug. 29. The American cruiser Frederick has been ordered to proceed to Rotterdam in connection with the Pilgrim Fathers commemorations. Provincetown, Massachusetts, Aug. 31. Captain Blake, naval attaché, has arrived to represent Sir Auckland Geddes, at the Pilgrim Fathers' celebrations. Captain Blake recalled the satisfaction with which the British naval men greeted the arrival of the American warships in the North Sea during the war.

H.M.S. MALAYA.

London, Aug. 29. The "Times" states that H.M.S. Malaya conveys H.R.H. the Duke of Connaught to India. She has been chosen for this duty to give the people of the Malay States an opportunity to see the ship they presented to the Navy. It should be noted that there is no question of a visit by the Duke to the States.

FRENCH REPUBLIC'S JUBILEE.

Paris, Aug. 31. The Council of the Socialist Federation passed a resolution, calling on Socialist Deputies and Municipal Councillors not to participate in the celebrations of the fiftieth anniversary of the Republic in September.

GOVERNOR COX IN NEW YORK.

New York, Aug. 29. Grand Central Station was crowded to-day in connection with the visit of Governor Cox, both parties recognising the political importance of the impression he makes on New York's six million inhabitants.

GENERAL WEYGAND.

Paris, Aug. 30. General Weygand has been appointed a Grand Officer of the Legion of Honour.

(Continued on page 5.)

PUBLIC SERVICE.

STRAITS GOVERNOR'S LETTER.

The following is the letter from H. E. the Governor of the Straits Settlements, Sir L. N. Guillemard, to the Straits Settlements Association, to which reference has previously been made in these columns.

"Dear Mr Cunliffe.—The longer I stay here the more convinced I am that one thing which is very much needed is a more active interest by the public in local Government and Municipal affairs.

There is plenty of criticism, and that is all to the good so long as it is fair, and on that score I have no complaints to make. From the Government point of view I welcome criticism, but criticism is not enough. I want active co-operation and co-operation can only mean that the ablest men out here, outside the Government, are ready to give up some time to public work. Many of them, Professional Men, Business Men, Journalists, etc., are doing this now and I gratefully recognise their services, but we have large reserves, still untapped, many capable men especially among the younger generation of whom no use is being made.

I think public feeling is waking up and that people who make their money out here realise more and more that as good citizens they have a duty to assist in the orderly development of this great community. I noticed a very good leader in the Singapore Free Press of to-day on these lines.

But there is one obstacle in the way which I would ask you to try and help to remove.

I have gathered from many quarters the impression that local firms do not encourage their representatives to interest themselves with public affairs and it has been hinted to me that, in some cases at any rate, this is due to instructions received from Head Offices at Home.

If this is true, and I fear it must be true to some extent, no more short-sighted policy could be adopted. Even from the business point of view proper administration of Government and local affairs is clearly of as great importance to firms carrying on business here as to the Government.

I would gladly do anything I can to help, but in matters like this action is most effective if it comes from within, and I am inclined to think that the best way of dealing with the problem would be for your Association to discuss the position with your members out here, and if necessary to approach the Parent Association at Home and invite their assistance.

I have had a good deal to do with the big banking and mercantile bodies at Home and my experience is that they are eminently reasonable and public spirited on all matters affecting Imperial interests, and I feel sure that if properly approached they would do all in their power to aid in the development of Malaya.

Yours sincerely, L. N. GUILLEMARD. It was further decided that subject to the approval of His Excellency the letter be forwarded to The Association of British Malaya in London with a request that that Association approach the leading firms in England with branches here on the matter and that in the event of His Excellency agreeing to this that copies of the correspondence should also be forwarded to local firms.

It was decided to consider at a later date the question of including in the Annual Report a roll of members of the Association who have served in any public capacity during the year.

NOTICES.

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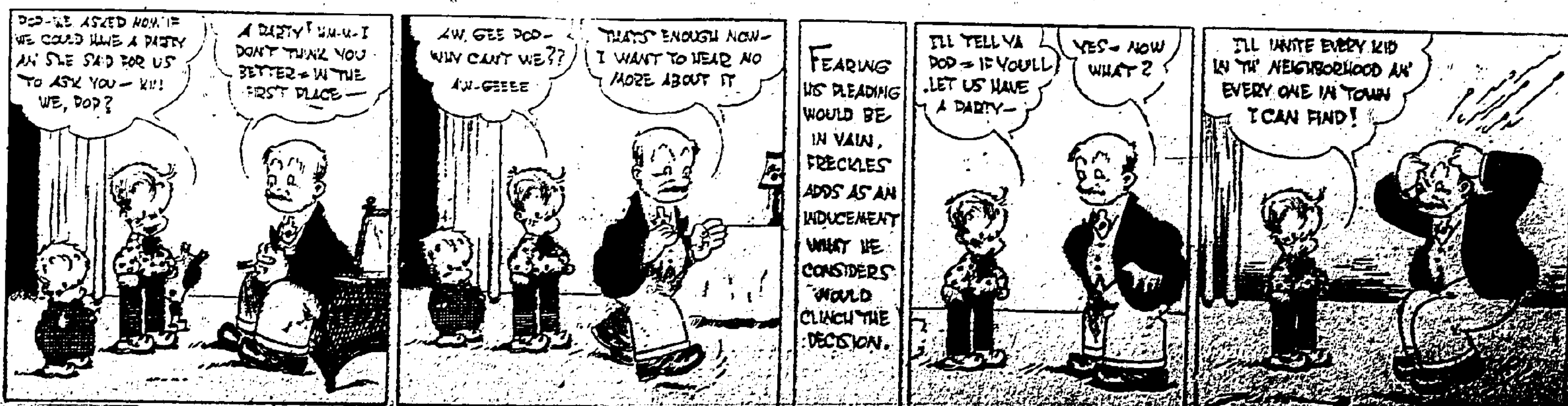
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THE NEW FRENCH RE-REZZ. THERAPION No. 1. THERAPION No. 2. THERAPION No. 3. THERAPION No. 4. THERAPION No. 5. THERAPION No. 6. THERAPION No. 7. THERAPION No. 8. THERAPION No. 9. THERAPION No. 10. THERAPION No. 11. THERAPION No. 12. THERAPION No. 13. THERAPION No. 14. THERAPION No. 15. THERAPION No. 16. THERAPION No. 17. THERAPION No. 18. THERAPION No. 19. THERAPION No. 20. THERAPION No. 21. THERAPION No. 22. THERAPION No. 23. THERAPION No. 24. THERAPION No. 25. THERAPION No. 26. THERAPION No. 27. THERAPION No. 28. THERAPION No. 29. THERAPION No. 30. THERAPION No. 31. THERAPION No. 32. THERAPION No. 33. THERAPION No. 34. THERAPION No. 35. THERAPION No. 36. THERAPION No. 37. THERAPION No. 38. THERAPION No. 39. THERAPION No. 40. THERAPION No. 41. THERAPION No. 42. THERAPION No. 43. THERAPION No. 44. THERAPION No. 45. THERAPION No. 46. THERAPION No. 47. THERAPION No. 48. THERAPION No. 49. THERAPION No. 50. THERAPION No. 51. THERAPION No. 52. THERAPION No. 53. THERAPION No. 54. 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NOTICES

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HONGKONG.

EXAMINATION RESULTS.

The following results are forwarded by the Registrar for publication:—

Senior Local Examination
July 1929.

Hongkong Boys—Pass List.
St. Paul's College.—Ho Ching Hi, Ho Wing Chung.
Diocesan Boys' School.—Kwok Hing Kai, a.
Ying Wah College.—San Shin Chuen, Chau Kok-chung, a.
Cheung Kong-char.
Kowloon British School.—Leslie Ronald Cropley.
Shanghai Boys.—Pass List.
Thomas Hanbury School.—William Naughton, Victor Framjee Viocajee.
St. Francis Xavier's College.—Sung Ling-shu.
a.—Distinction in Arithmetic.

Girls.

Honours List.

Italian Convent.—Hung Kichon, c.d.e., Dorothy Barwald, b.c.e., Wacira Rumjahn, c.e.
Pass List.
St. Stephen's Girls' College.—Li Kit Ue, Paulina Lopez, e.
French Convent.—Poon Fong Kway.
Italian Convent.—Tsang Chiung, d.e., Annie Pereira, c., Maria Ozorio, e., Fung Leung Yuk, b. e., Margaret Halden, b.e., Carrie Tennison, b., Dolly Hanson, b.—Distinction in English.
c.—Distinction in History.
d.—Distinction in Drawing.
e.—Distinction in Biblical Knowledge.

Junior Local Examination.
July 1929.

Pass List.—Boys.

St. Paul's College.—U Wing-chun, Leung Ka-kai, Cheung Toning, Mak Kei-shun, e., Chan Tai-cho, Ho Pui-chew, Ho Kin-chung, Hon Lun-fung, Lee Pak-tsau, Wei Wing-po, e., Wong Lai-ching.
St. Joseph's College.—Hugh Braga, a. b., Hachima Francis Paul, Seitz, Young J. Francis, f., Lo Kwang, An Sing-im, Shalabeno Nicholas, g., Lawson Graham William, a.c.h., Hassan Isahat, Varrelmann Charles, Rasack Rumjahn Abdul, a., Lee Kaimin, Antao E. Viera, Ribeiro, Dorab Mistry, Carlos Edgardo, Rosa Pereira, Stephen Concepcion, Silva Ladislao Severino da, Lei Haday, Hajima Okitsu, Rocha Francisco Xavier da, John Tam, Wing On, Burjar Merwanji Talati, Lim Goo-hong, Joseph Nolasco da Silva, Lee Tek Tzee, Henrique Barros, Carlos Maria da Silva, Medler Andrew, f., Lee Tek Joe, i.
Diocesan Boys' School.—Henry Kaw, Albert Frith Prew, e., Au Man-pui, Kam Cheung-fai, e., i., William Hunt, Andrew Zimmerman, Dinarte Ferrer Lopes, e., George Samuel Zimmerman, a.c.h., Harold Hunt, a., Allston Gourdin, George Mooney, Harry Frith Prew, e.c., Herbert Clayton, Arthur Edward Perry, a.c.e., Harry Landolt, c.e., Wong Ching-sau, Thorwald Emil Anderson, Leo Fu-wing, e.

Queen's College.—Louie Tsz Yee, Lam Hung-tak, Chan Hung-yau, e., Tsang Fan-ching, j., Mok Ying-kwai, Wong Cho-chan, Mok Tai-pan, Wong Hong-kwok, Lu Tak Cheuk, a.e.k., Kwan Fat, j., Kwong Yuet-kwong, Cheng Man-to, Li Kwong, Ko Sik-on, Ko King-fan, Chan Kwai-chuen, d., Un Kai-cheung, Tai Hon-hang, Chau Nai-yin, Ng Fook-hing, Lee Hau-shing, Li Fai-Nam, Lo Chan-fong, Tam Wai-hin, j., Chan Choi-sit, a., Wong Man-keung, e. j., Chau Yam-choi, Ho Chung-hon, j., Cheung Kam-chuen, Mak Yik-sang, Sheikh Abdul Rahim Ismail, h., Abdullah Butt, Pun Shiu-pang, j., Fung Yui-shin, i., O Yau-sheng, Leung Cheung-ling, Leung Tak-po, j., Hung Chi-po, Wong Chi-tung, Kan Sing-Yuek, Kwok U-wing, Chan Chi-fun, Ng Kam-man, Leung Siu-wa, Kok Nai-wa, Chan Cheuk-wa, b.c.e., Cheung Wai-fung, Pun Shiu-lun, a.i., Lam Choi-chiu, Hung Tsok-lam.
Ying Wah College.—Kong U Nin, j., Fung Yam Leung, Ho Nai Kan, c., Yung Po Nang, e. j., Au Wai Pan, Wan Ye Po, j., Kong Wing Nin, d.j.
St. Stephen's College.—Tan Hing Liong, Wan Hang Shing, Tseng Tit Sang, Lo Cheuk-suen, Wah Yan School.—Chin Bok Ngai, Lau Lap, Peter Hui Yan Cheung, a.
Private Study.—Chan Hin Kwok.

Centre—Hankow.

Griffith John College.—Chao Ching An, Liu Fong Wu, Li Kwei Fong, Jemie Mun Yew.

EARLIER TELEGRAMS.

(Continued from Page 2.)

THE OPIUM EVIL.

London, Aug. 30.
The Home Secretary notifies that under the Dangerous Drugs Act of 1920, commencing on 1st October, the import and export of opium, medicinal opium, morphia, heroin, cocaine and ecgonine is prohibited except by license; also the import and export of raw opium is only allowable through the ports of London and Liverpool. All traffic in opium prepared for smoking is absolutely prohibited.

Buenos Aires, Aug. 31.
In reply to a note from the British Legation, the Argentine Government has announced its willingness to sign a convention limiting the traffic in opium and cocaine.

AMERICAN TRADE.

New York, Aug. 31.
A Federal Grand Jury has indicted forty steamship companies, including the International Mercantile Marine, Atlantic Transport, Cunard, Anchor, Booth, French Transatlantic and Kerr Companies, on charges of conspiracy and restraint of trade. The parties indicted include practically all the big Trans-Atlantic lines. The indictment charges the defendants with having, since 1st Jan. 1917, continuously violated the Sherman Law by restricting inter-state trade and foreign commerce in grain, oil, lumber, coal and other commodities.

AMERICAN COAL MINERS.

New York, Aug. 31.
President Wilson has approved of the report of the Anthracite Coal Commission, proposing to increase wages of contract miners by twenty per cent. and those of other miners proportionately. The whole is equivalent to a total increase of eighty-five million dollars a year. The award is retrospective from 1st April.

CLYDE SHIPBUILDING.

London, Aug. 31.
There was a record output of tonnage in the eight months of 1929 at Clyde shipyards of one hundred and thirty-nine vessels, aggregating four hundred and thirty thousand tons. The August total was twenty-four vessels of eighty thousand tons.

PAPER SHORTAGE.

New York, Aug. 23.
Despite the importation of small quantities of German and Scandinavian paper, the shortage of newspaper is still acute and renders continuation of strict conservation necessary. For various reasons manufacturers are offering less paper in 1921 than 1920. It is announced that completion of several new mills designed to be in operation soon has been delayed.

RICE TO BE CHEAPER.

London, Aug. 31.
Rice was re-controlled yesterday. A leading rice broker forecasts a reduction in price in consequence of reductions in export prices made by the Burma Commission.

BELFAST RIOTING.

London, Aug. 31.
Yesterday's rioting at Belfast was the worst in its history. The casualties now total 18 killed and 230 seriously injured. The curfew law has been introduced.

CHAIR OF CHINESE.

London, Aug. 31.
The missionary, Doctor Hopkyn Rees, is not returning to China, for health reasons, but has accepted the chair of Chinese at London University.

JAPANESE STEAMER'S MISHAP.

London, Aug. 31.
Lloyd's representative at Salonika reports that the Japanese steamer Kwazan Maru stranded on the 26th inst. and has been refloated after discharging three hundred tons. She is apparently undamaged.

STEAMER'S CARGO AFIRE.

London, Aug. 30.
Lloyd's representative at Alexandria states that the coal discharged from the steamer Shanghai Maru is on fire and is still smouldering.

Junior Local Examination
(Girls.)

St. Stephen's Girls' College.—Ng Sui Ha, d.e., Enid Lo, e., T'so Shuk Kei, i., Chan Ying, d.
French Convent.—Ruby Violet Young, Maria Elsa Muller, Emma Rosa Rossetti, e., Maria Adelaide Nolasco Lobato, i.
Italian Convent.—Tseng Nan Feng, d.e., Juliette Elrod, e., Ruby Rumjahn, b. e. e., Vida Caroline Williams, m., Angus Hannah Lemail, b. e. e., Minnie McGrann, Cheung King Seen, d. e. m., Agnes Maria Gill, e. m.
St. Mary's School.—Quenelle Chester, Agnes Vicky, e., Laura Carvalho, e., Idalina dos Remedios, m.—Distinction in Needlework.

NOTICES.

LAST TWO DAYS

OF

SUMMER
SALE.

LADIES' DEPARTMENT ONLY.

FRIDAY & SATURDAY

FURTHER
— GREAT —
REDUCTIONS.

LANE, CRAWFORD & CO.

WATSON'S
DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

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STERILIZED WATER MANUFACTURERS.
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PAY A VISIT TO OUR
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is definite order to all our
Chauffeurs.

We have the best cars
and best Chauffeurs.

Enjoy your drive by
using our cars. Don't be
put off with an inferior
car and chauffeur. Insist
on your car being hired
from our Garage.

AGENTS FOR
HUDSON, HERR, ARMSTRONG,
MIDDLEBURY, KUTON, HORNBY &
DODGE BROTHERS MOTORS CARS
New Essex Cars in stock
Arriving early October
First shipment of the famous
KUTON-HORNBY
all British Cars
and new models of the
HUDSON SUPER SIX.

GARAGES IN HONGKONG &
KOWLOON.

TELEPHONES 482 & 3532.

THE
DRAGON MOTOR CAR
COMPANY
THE EUROPEAN GARAGE.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

S. S. "ECUADOR."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above-mentioned vessel
having arrived from the above
mentioned ports, Consignees of
Cargo are hereby informed that
their cargo will be landed at their
risk into the Pacific Mail Steam-
ship Company's Godowns at West
Point, and stored at Consignees
risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.

All broken, chafed and dam-
aged goods are to be left in the
godowns, where they will be ex-
amined on September 7th at 10
a.m. and September 8th at 10 a.m.

All claims must be presented
within a week of the steamer's
arrival here after which they can-
not be recognized.

No Claims will be admitted after
the goods have left the Godowns,
and all Goods remaining unde-
livered after Sept. 8th will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
Counter-signature immediately.

PACIFIC MAIL S. S. CO.,

Hotel Mansions.

Hongkong, 31st August, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"HUNGARIA"

From TRIESTE, VENICE
BRINDISI, PORT SAID,
COLOMBO, PENANG &
SINGAPORE

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the Go-
downs of the Hongkong and Kow-
loon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary
be given before 30th inst.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 6th prox. or they
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 16th prox.
or they will not be recognized.

All broken, chafed, and dam-
aged Goods are to be left in the Go-
downs, where they will be exam-
ined on September 10th at 10 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.,

Agents.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "WEST CADDOA."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above mentioned vessel
having arrived from the above
mentioned ports, Consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the Pacific Mail Steam-
ship Company's Godowns at West
Point, and stored at Consignees
risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.

All broken, chafed and dam-
aged goods are to be left in the
godowns, where they will be ex-
amined on September 6th at 10
a.m. and September 7th at 10
a.m.

All claims must be presented
within a week of the steamer's
arrival here, after which they
cannot be recognized.

No claims will be admitted after
the goods have left the godowns,
and all goods remaining unde-
livered after September 7th will
be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

PACIFIC MAIL S. S. CO.,

Hotel Mansions.

Hongkong, 31st August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "DOYLESTOWN"

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above mentioned vessel
having arrived from the above
mentioned ports, consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the Pacific Mail Steam-
ship Company's godowns at West
Point, and stored at Consignees
risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns
where they will be examined on
Sept. 6th at 10 a.m.

All claims must be presented
within a week of the steamer's
arrival here after which they
cannot be recognized.

No claim will be admitted after
the goods have left the godowns,
and all goods remaining unde-
livered after Sept. 7th will
be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

PACIFIC MAIL S. S. CO.,

Hotel Mansions.

CONSIGNEES.

AMERICAN & MANCHURIAN
LINE

NOTICE TO CONSIGNEES.

From NEW YORK.

The Steamship
"KANSAS"

having arrived, Consignees of
cargo are informed that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of
Holt's Wharf, Kowloon, whence
delivery may be obtained.

No claim will be admitted after
the goods have left the Godown,
and all goods remaining unde-
livered after 6th September will
be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before 12th September
1920, or they will not be recog-
nized.

All broken, chafed and damaged
goods are to be left in the Go-
downs, where they will be ex-
amined on 6th September at 10
a.m. by the Company's Surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

THE BANK LINE LTD.

General Agents

Hongkong, 30th August, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURA-
BAYA, CHERIBON, BATAVIA,
SINGAPORE & SAIGON.

THE Steamship
"LAKE ONAWA"

having arrived on August 30th,
consignees of cargo are hereby
notified that they must take de-
livery of same alongside, and all
cargo impeding discharge will be
landed at their risk and expense
into the hazardous Godowns of
Frank Waterhouse & Co., Yau-
matti Shelter, and stored at con-
signees risk.

Consignees must produce an
Import Permit before bills of
Lading can be countersigned.

All broken, chafed and dam-
aged goods are to be landed in
Frank Waterhouse Godowns,
when they will be examined on
Sept. 3rd, at 2.30 p.m. by Messrs.
Carmichael & Clarke.

All claims must be presented
within 10 days of the steamer's
arrival here, after which they
cannot be recognized.

No Claims will be admitted after
the goods have left the steamer
or godowns, (Goods remain-
ing undelivered after Sept.
6th, will be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their bills of lading for
counter-signature.

THE ROBERT DOLLAR CO.

Operators U. S. Shipping Board.

Hongkong, 30th August, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer

"EURYPYLUS."

are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will
lie at Consignees risk. The
Cargo will be ready for delivery
from Godown on and after 1st
September.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and dam-
aged goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 7th Sept.,
will be subject to rent.

All claims against the Steamer
must be presented to the Under-
signed on or before the 21st Sept.,
or they will not be recognized.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,

Agents.

WISEMAN LIMITED.

NOTICE TO SHAREHOLDERS.

The Sixteenth Ordinary annual
Meeting of the Shareholders in
the above Company will be held
at the Company's Office, 14 Des
Vieux Road, Central, Hongkong,
on Monday, 20th day of Septem-
ber, 1920, at 12.30 o'clock in the
afternoon for the purpose of
presenting the Report of the
Directors and Statement of Ac-
counts to 31st July 1920.

The Transfer Books of the
Company will be closed from 13th
to 20th September 1920, both days
inclusive.

By Order

D. K. KHARAS,

Secretary.

NOTICE.

We have this day removed our

Office to No. 33 Queen's Road
Central, second floor, Room
No. 17.

RIBEIRO, SON & CO.

Hongkong, 1st September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO,

LONDON AND STRAIT.

The Steamship

"BENLEDI"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be ob-
tained.

No Claims will be admitted
after the Goods have left the Go-
downs, and all Goods remaining
undelivered after the 2nd Sept.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 9th
Sept. or they will not be
recognized.

All broken, chafed and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 2nd Sept. at
10 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 27th August, 1920.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From SEATTLE

The Steamship

"DEUEL"

Having arrived from Seattle
via ports on 30th August,
1920, consignees are hereby
notified that their cargo is being
landed at their risk into the
hazardous and/or extra-hazardous
Godowns of the Hongkong &
Kowloon Wharf & Godown Co.,
Ltd., Kowloon, and stored at
consignees risk.

Consignees of cargo must
produce an Import Permit signed
by the Superintendent of Imports
& Exports, Hongkong, before
bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on 6th September, 1920 by
the Company's Surveyors Messrs.
Carmichael & Clarke.

All claims must be presented
within ten days of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns and cargo
undelivered on and after 6th
September, 1920 will be subject to
rent.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,

12, Des Vieux Road Central

Hongkong.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

27th August, 1920.

THE CANTON INSURANCE

OFFICE LIMITED.

NOTICE is hereby given that
an Extraordinary General Meet-
ing of the Members of The Canton
Insurance Office Limited will be
held at the Offices of Messieurs
Jardine Matheson & Co. Limited
the General Agents of the Com-
pany at No. 16 Pedder Street
Victoria Hongkong on TUESDAY
the 21st day of SEPTEMBER
1920 at 12 o'clock noon when the
subjoined Resolution will be pro-
posed as an Extraordinary Reso-
lution viz:—

"That the New Articles con-
tained in the printed docu-
ment submitted to the Meet-
ing and for the purpose of
identification subscribed by the
Chairman thereof be and the
same are hereby approved,
and that such new Arti-
cles be, and they are hereby
adopted as the Articles of the
Company in substitution for,
and to the exclusion of, all the
existing Articles thereof."

Should the above Resolution be
passed by the requisite majority,
it will be submitted for confir-
mation as a Special Resolution to a
further Extraordinary General
Meeting and such Meeting will
be held on THURSDAY the 7th
day of OCTOBER 1920 at the same
time and place for the purpose of
considering and if thought fit con-
firming such Resolution as a
Special Resolution accordingly.

Copies of the proposed New
Articles and of the present
Articles may be seen at the
Offices of the General Agents or
at the Offices of Messieurs
Deacon, Looker, Deacon and
Hasson the Company's Solicitors
at No. 1 Des Vieux Road Central,
Victoria, Hongkong.

Dated this 17th day of August
1920.

JARDINE MATHESON & CO. LTD.

General Agents.

PUBLIC AUCTIONS.

THE Undersigned have received
instructions to sell by Public
Auction on

Thursday, the 9th September

1920.

at No. 18 Godown of the
Hongkong & Kowloon Wharf &
Godown Co. Ltd., Kowloon
A Large Quantity of Flat
Round and Square Bar Iron,
Steel and Iron Plates etc.

also

50 bales Cotton
Belting, ex S.S.
Harold Dollar,
arrived on 17th
April, 1918

and
A Large Quantity of Sundry
Goods.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

THE Undersigned have received

instructions to sell by Public

Auction on

Saturday, the 4th. Sept. 1920.

commencing at 11 a.m.

at their Sale Rooms, Duddell

Street.

1200 Bags Tapioca Flakes

187 Tins Flag Brand White Zinc

4 Coils Steel Wire Rope

10 Bales Asbestos Lapping

6 Casks Dry Vermillion Red

4 Cases Paper Clips

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

THE Undersigned have received

instructions to sell by Public

Auction on

Monday the 6th. Sept., 1920.

Commencing at 11 a.m.

at their Sales Rooms, Duddell

Street.

35 cases Electric Ceiling and

Table Fans

50 Instantaneous Electric

Water Heaters

(More or less damaged)

On view Now.

Terms: Cash on delivery

LAMBERT BROS.

Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "LYCAON" 11th Sept. London, Amsterdam & Hamburg
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp
 "KEEMUN" 18th October London, Amsterdam & Hamburg
 "TEIRESIAS" 19th October London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "RHESUS" 5th Sept. Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'les, L'pool & Glasgow
 "EURYPYLUS" 3rd October Marseilles, Havre & Liverpool
 "TITAN" 10th October Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TALTHYBIUS" 3rd Sept. Victoria, Seattle and Vancouver
 "TYNDAREUS" 6th October
 "TEUCER" 20th October

NEW YORK SERVICE

(via Suez or Panama)

HOMeward PASSENGER SERVICE

"MENTOR" 21st September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "LAKE GILPEN."

From RANGOON via PENANG, SINGAPORE AND SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 2nd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after Sept. 3rd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
AS OPERATORS: U.S. SHIPPING BOARD.

Hongkong 27th August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "WEST INSKIP"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on September 6th at 10 a.m. and September 7th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after September 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
Hotel Mansions.

Hongkong, 31st August, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

GENERAL NEWS.

U.S. LIQUOR SEIZED IN CANADA.

Toronto, July 16.—In the past three days, 14,000 cases of liquor have been shipped into Windsor. The owner of 200 of these cases is being prosecuted on the charge of illegal possession. The whole of the 14,000 cases are held by the authorities. It is contended that purchasers may import for their own use only, and that excess imports are liable to be seized. Windsor is across the river from Detroit, and the trade in liquor has become an open scandal.

ADOPTED TOWNS.

The following is the official list of French devastated towns which up to the present have been adopted by English municipalities:—Mexieres, by Manchester;

Soissons, by Chester; La Bassée, by Preston; Passail, Villa (Oisel), by Cirencester, Bray sur Somme, by Eastbourne; Cambrai (part), by Birkenhead; Bapaume, by Sheffield. Local Committees have been formed with the same object in most of the great cities and towns of the country, but so far without definite result.

GERMAN TOYS IN LONDON.

In the City of London Court recently, a case was heard in which a toy merchant claimed £80 for mechanical toys supplied to shopkeepers in Kentish Town-road. The plaintiff said that some of them were made in Germany and others in Czechoslovakia. Judge Atherton-Jones, K.C., asked if they were busy making them now. The plaintiff said they were not, and they could not make any more as, owing to the rate of exchange, the Germans could not buy raw material.

W. S. BAILEY & CO., LTD.,

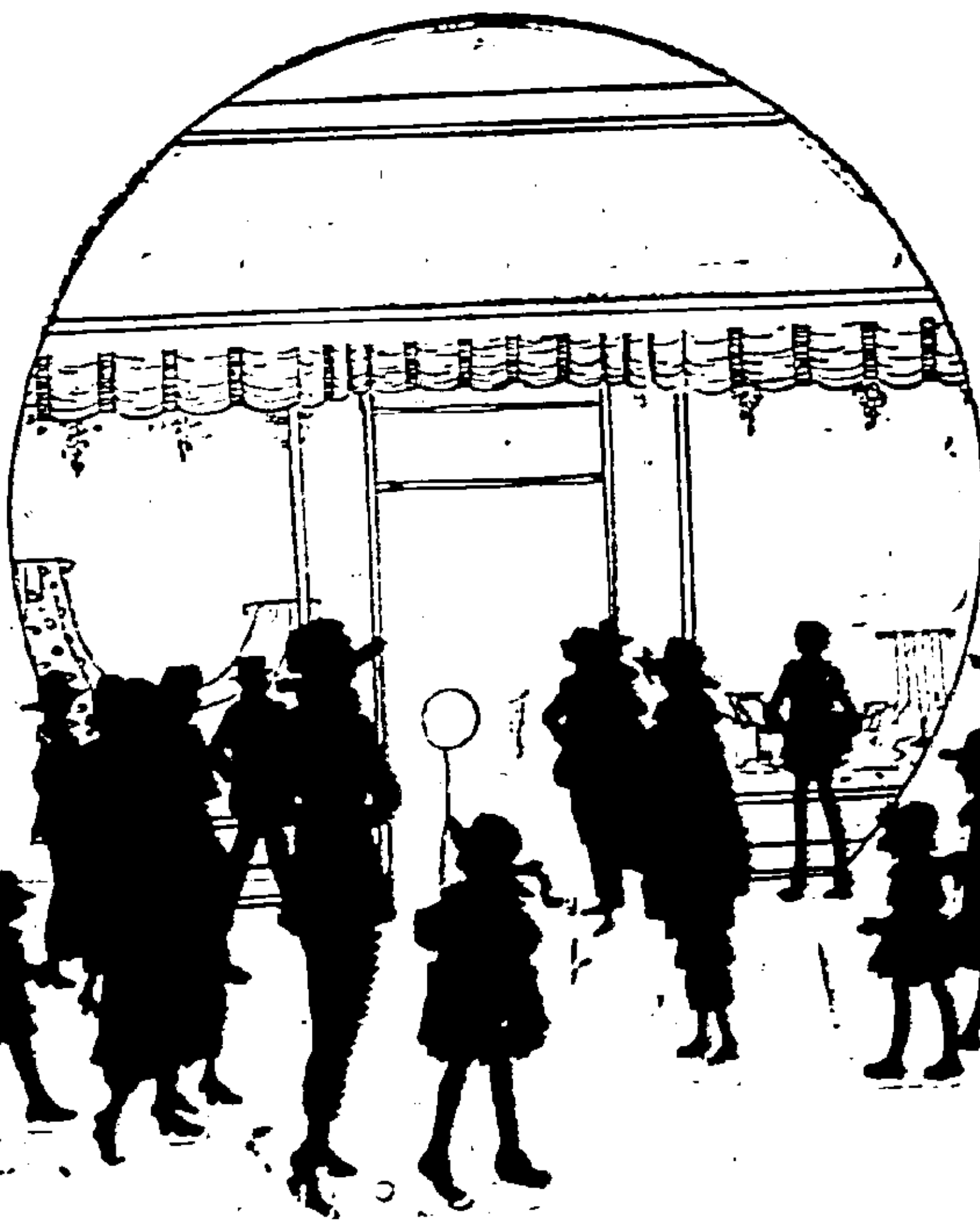
ENGINEERS & SHIP-BUILDERS, HOR UN KOWLOON.

HARBOR REPAIRS
Call Flag "L"

Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.359.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE"

THE MORE OFTEN
THEY COME
THE MORE MONEY
THEY SAVE



YEE SANG FAT CO. MONEY-SAVING SALE

The way to save money is to buy things for less. The place to buy things for less is at this store. Hence, this store can help you save money. Here, are a few examples of our power in this direction.

INCOMPARABLE PRICES THAT SHATTER ALL BARGAIN RECORDS

GENTS' PYJAMAS Usual Price \$3.50 a suit. Sale Price \$2.75 a suit.	LADIES' BLOUSES MADE OF NET, SILK OR VOILE Sale at Half Price.	FIBRE SUIT CASES 14 INCHES Sale Price 90 cts. each.	LADIES' SHOES CANVAS SHOES Sale Price \$2.00 a pair. LEATHER SHOES Sale Price \$1.50 a pair.	LADIES' SATIN SHOES PINK, BLUE, WHITE Sale Price \$2.00 a pair.
GENTS' SOCKS MERCERIZED SOCKS Sale Price 40 cts. a pair. FINE SILK SOCKS Sale Price 75 cts. a pair.	"LA ROSE" CORSETS A Lot of LADIES' CORSETS Sale at Half Price.	RIBBONS, RIBBONS, RIBBONS A LOT OF SILK RIBBONS Sale at Half Price.	GENT'S SHOES CANVAS SHOES Sale Price \$2.50 a pair. LEATHER SHOES Sale Price \$3.00 a pair.	FACE TOWELS Sale Price 20 cts. each. Still left about 300 pc. Remnant Cloth SALE AT HALF PRICE

MANY OTHER BARGAINS THAT ARE NOT ADVERTISED

Watson's

PURE

CARBOLIC SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5. FOR TOILET USE

Price: \$1.20 per box of 3 tablets.

10. FOR THE BATH

Price: \$1.75 per box of 3 tablets.

20. MEDICAL BATH SOAP

Price: 75 cts. per tablet.

A.S. WATSON & CO., LTD

THE HONGKONG DISPENSARY.

Phone 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 2, 1920.

SWAT THE SOVIETS!

There must have been many residents of this Colony who read with surprise yesterday of the existence of a Communist Party at Home and of the establishment by that body of Soviet Councils for Yorkshire, the North-East Coast, London, the Midlands and Scotland. That there are Labour bodies in the United Kingdom run by and composed of fanatical extremists most of us have known, but few of us were prepared for the bald announcement that Soviet Councils are all already in existence in the Old Country. It may be, of course, that the movement is small and unimportant. Most probably it is. But the development is significant all the same, and regrettable also. We say so much because there is absolutely no necessity for the introduction of the Soviet system at Home. Soviet Councils, indeed; what does Britain want to do with these foreign anarchistic organisations? They are totally un-British. But our faith in the level-headedness of our own people is sufficiently strong to warrant us holding the belief that the movement will die a speedy death, despite the rosy visions that may be held up to the masses by its leaders.

The Soviet system, as we understand it, implies, as in Russia, the supremacy of the workers, both in the productive life of the nation and in its governance. It means the division of the land amongst the masses, the control of all sources of production by the people, and government by the proletariat through a system of Workers' Councils. That, presumably, is the aim of these British Communist and their idea in forming Divisional Soviet Councils. Now, what earthly justification can there be for such a movement in England? Whatever its shortcomings, Britain's system of government has its roots in popular consent, and the people have to-day a larger voice in the affairs of the nation than they have ever enjoyed before. Indeed, in certain regards there is more real democracy in Britain than in many a Western Republic. If not acquainted with the facts, one might be led to believe from the insinuation of the Soviet Councils that the workers of Britain are an oppressed body of men having neither a voice in the government of the country nor in the industrial conditions under which they labour. But here also it can be said that Labour has never had so big a representation on the nation's Legislature as it has to-day, whilst it has never been so well or so strongly organised to fight its own battles. Trades Unionism literally honeycombs the industry of the country, with the innumerable Unions, Federations and Alliances which play so large a part in the affairs of the workaday life of the nation. Then wherein the necessity of these new-fangled Soviet Councils?

It does us good to turn from this hare-brained movement to the expression of opinion recently made by the Executive Council of the Social Democratic Federation and the National Socialist Party protesting strongly against anything in the nature of a mass strike or a general strike, "which," they say, "cannot fail to inflict privation and misery upon the entire population and may lead to anarchy and civil war, when political action is at our disposal which would shortly bring about what we are all striving for." That is Constitutionalism, and, what is more, Common Sense as well. And it helps us to make our point, which is that there is not the slightest need in an enlightened country for these insane and destructive bodies known as Soviet Councils. If our workers, our professional classes, our aristocrats or any other section of the people are dissatisfied with affairs as they are, they have ample constitutional remedies at hand which they can use to bring about reform. Until they have exhausted these, they have no moral or legal right to establish organisations based on anarchistic ideas. To be quite frank about it, these Soviets should be ruthlessly suppressed by the Government without further ado. They should be declared illegal and unconstitutional. Britain does neither want nor need them.

NOTES & COMMENTS.

OUR APPEAL FOR THE CZECHS.

It certainly must have struck a good many readers as a little curious that we should issue an appeal for extra comforts for the women and children on board the a.s. President Grant and then for a letter to have been inserted in the next issue of the South China Morning Post by the Commandant of the Troops on board stating that there was no need for such food, etc. We should like to make our position a little clearer. Mr. Tuttle, the Y.M.C.A. worker who is travelling on board the transport was brought into our office by Mr. McPherson, so well-known in Hongkong for his Y.M.C.A. activities, and he asked us to make the appeal. Naturally, we didn't question his authority to do so and were glad of the opportunity of making public his request. Our own opinion is that Major Czernosek, the Commanding Officer of the Transport, did not like the use of the word "refugee" and so protested against the appeal. But, notwithstanding all that has been said, it was certainly very encouraging to find that Hongkong people came forward in the way they did. Not only did we receive many parcels of literature, but toys for the children, biscuits and milk came in, together with enquiries as to whether things were really needed. Major Czernosek's letter had put a doubt into many people's minds that we were unable to dispel and in consequence there was sent aboard the transport a lesser quantity than might have been. There can be no question that what was sent will be put to a very good use, for it does not need a great deal of imagination to conjure up the monotony and unavoidable discomforts of life aboard a ship carrying over 6,000 souls. It is often said that Hongkong folk are of an indifferent turn of mind, not given to a display of sympathy. But that idea has been given the lie, and we are glad to know that we have many in our midst whose actions are sometimes guided by their hearts as well as by their heads. We have purposely refrained from publishing names, knowing that there is always an added pleasure in giving in secret.

THE CASE OF MR. MACSWINEY.

The other day, in referring to the acute Irish position, we expressed our dissatisfaction with the policy of *laissez-faire* seemingly being adopted by the British Government, and are now glad to note Sir Edward Carson's statement that peace negotiations are proceeding with the Government. Surely, it is time. Whether the Irish extremists are right or wrong makes not one iota's difference to the urgency of a settlement, for to let the present state of things continue would be to place a blot on British statesmanship. The case of the Lord Mayor of Cork has gone beyond the mere question of being a punishment for a crime; it has come to be a matter of very vital importance to the security of a Government for when Labour leaders of the prominence of Messrs. Adamson, Thomas, Bowerman and Henderson make an appeal as they have now done they expect a satisfying answer, failing which there are many things that might happen.

A DELICATE POSITION.

Looking at the whole position at Home just now one does not find any too rosy a picture. The rioting and general unrest in Ireland are distracting enough, but to that has to be added the very acute position arising as a result of the miners' ballot in favour of a strike. It might just be that the other great Trade Unions will go with them and that the country will be thrown into a state of industrial and social ferment. In our leader to-day we have dealt with the question of the Soviets being formed at Home, and so there can be no doubt that we are, first and foremost, keen upholders of the Constitution. We realise too well the need for constitutionalism to be of any other mind for one instant. But we do see the need for great reasonableness and pliability on the part of the Government. There must be more evidence given that the human element against the academic element in administration is being considered, there must be a sympathetic ear given to any demand that is backed by large sections of the community. If there is exhibited only the iron hand of authority, then, in these days of the high conception of individual liberties, the continuance of true democratic government will be threatened at its base.

DAY BY DAY.

NOTHING IS STRONGER THAN CUSTOM.—Ord.

Whilst working on cargo, a Chinese labourer yesterday fell into the hold of the Tung Hing Maru, and was killed.

There was once again a clean bill of health in the Colony yesterday—a state of affairs that has prevailed since last Friday.

Friends of Dr. Barnardo's Homes will be glad to hear that the St. Andrew's Church Treasurer has remitted to that Institution the splendid sum of \$380.16. The Church Offertory amounted to \$269.16 and the balance was collected by Mrs. Pithia.

Arrangements have been made by St. Andrew's Church, Kowloon, for some special meetings early in October to be taken by the Rev. Dr. Griffith Thomas (late Principal of Wycliffe College, Oxford), who is well known as a great scholar and earnest Bible Student.

The new Bishop of Victoria will arrive in the Colony early in November, as he leaves England on September 24th per the a.s. "Somali." Dr. Duppy has written to the Vicar at Kowloon saying that he hopes to come to St. Andrew's on the first Sunday evening after his arrival.

Completely concentrated in the pleasures of kite-flying from a roof, a Chinese boy 8 years of age, paid no attention to his precarious surroundings. He missed his footing and fell over the parapet into Queen's Road Central. The fall was instantaneously fatal, and his remains were removed to the Mortuary.

The Monthly Messenger (St. Andrew's Church magazine) says:—We are glad to welcome back Mr. Thomas Martin who resumes his place at the organ next Sunday. We heartily congratulate him on his recent success in the Chartered Accountants' Intermediate examination. Lieutenant Dale has kindly consented to act as honorary deputy organist. Captain Fogg will continue to act as Choirmaster which position he has filled gratuitously for the past four months with considerable ability.

Many older residents will recall the late Mr. J. R. Mudie, formerly of the P. W. D., whose death at Dundee, in his 69th year, we announced yesterday. He was Assistant Engineer on the big Praya Reclamation Scheme that added to the Colony the strip from the Naval Yard to West Point, now entirely built upon and forming the busy Des Voeux Road and Connaught Road thoroughfares, with the blocks of shops between. Mr. Mudie left Hongkong on retirement about 1902, going to his native Dundee to live. His daughter, Mrs. Donald of Kowloon, left for home with her husband a few months ago.

On the arrival of the P.M. liner Ecuador from San Francisco yesterday four Filipinos who stowed away at Manila were handed over to the Police and dealt with by the Magistrate this morning. The accused, who admitted the offence, said that they came from a very poor home town, and that their intention was to proceed to America, where, they were told, they would be able to obtain jobs easily. It is expected that they will have to defer their departure for this destination until they have obtained the wherewithal to pay their fines of \$25 each, or to serve a term of one month's imprisonment in default of payment of the fines.

Six Chinese found inside the servants' quarters of the P. and O. Agency's premises without permission were this morning charged by Mr. Rosser, of the Company, with trespass. The complainant said that they were caught yesterday afternoon. He had had suspicions of their presence in the mess kitchen but had hitherto been unable to catch them. Sergeant Dorling informed the Magistrate, (Mr. N. L. Smith) that they were caught in the act of gambling. The statement of one of the accused was to the effect that they were there for the purpose of forming a loan association. A fine of \$2 or 5 days was inflicted on each of the accused.

ROSEMARY AND RUE.

(BY "TONY.")

SPIRITS.

Orange coloured labels plastered the doors of Chinese dwellings, and strings of lanterns gave a pleasant colouring to drab and dirty dons and hovels. Various designs in coloured paper were solemnly burnt, and food and drink offered to departed ones. It was the Spirit Festival. We and our American friends are inclined to smile at these pagan customs. But we, too, worship spirits, sometimes rather more well than wisely. In fact, many good and thirsty people in America to-day would glory in the opportunity of participating in a spirit festival.

MAN AND THE MILLENNIUM.

When all that which inspired orators, teachers, and the press craves for the world has come to pass—

When we see the real smile of friendship that costs nothing rather than the frozen grin which costs an effort.

When men refuse to devote their lives and souls to the pursuit of the dollar and no longer still generous impulses.

When the lion will lie down with the lamb, i.e. the Bolshevik and the Capitalist (by the way, which is the lamb?)

When the leopard changes his spots or the politician's reputation is immaculate.

When journalists are no longer jealous and judges refuse to joke.

When the L.O.N. will abolish war and house rents are cheap in Hongkong.

When envy, strife, hatred, vanity, profligacy, scandal and calumny, oh, and a thousand thousand other black and hateful things have vanished with a dab of Gabriel's whitewash brush.

We shall no longer be the frail humans we are now, but, in the parlance of "Ole Bill," we shall be "A lot of blinkin' angels."

SUGGESTION.

"Many thanks for the suggestion" or "May I suggest, etc." are phrases we often hear. And yet how many people realise the power of suggestion? A friend suggests a certain thing to you just once and you may or may not act upon it; but if he quietly and persistently hints and suggests the same thing, you will, in spite of "yourself," begin to believe in it. A confirmed liar may reiterate a falsehood until he actually believes it himself. Medical men, too, practice suggestion more often than their patients are aware, and they know the extreme value of it. The war was a great example of the art of suggestion. Communiques and articles suggested again and again that the respective sides were winning the war or had entered the war for certain righteous reasons, until the people who read fully believed them, truthful or otherwise. Business is teeming with suggestion. Alluring advertisements and attractive shop windows continually suggest to you the necessity for purchasing goods, and they are wonderfully successful, in turn suggesting to the firms concerned to advertise yet more extensively. Half of our lives are lived in an atmosphere of suggestion. Things we see and hear have the effect of hastening us to act upon the ideas they give. The other day I passed a rickshaw rolling along Queen's Road. Its occupant was a coolie who had evidently been to the meat market and was luxuriating on the proceeds of the squeeze he had made in the deal. He was fast asleep and his bare unwashed feet reclined comfortably in a large basket full of meat. The sight suggested that I too had eaten of food similarly soiled. A continuance of this kind of thing is likely to have an adverse effect on the appetite. A policeman near by who witnessed the episode was apparently unconcerned; but the event was no doubt outside the law. He too, however, may have had unpleasant recollections at his meals at least for a time. Life, indeed, is impregnated with suggestion and auto-suggestion. The only body who appears to be impervious to the power is the Council. When urgent measures are needed, it is too frequently deaf to suggestions which are periodically offered by the press. But then, I said *Life* is influenced by suggestion.

BUYING A CAR.

The Paterfamilias mentioned to his family that he thought of buying an automobile. He had inspected Jones' new 4-seater, and after he had been taken for a spin he was rather under the impression that he would like to be

in the fashion. But in his innocence he mentioned it. That was sufficient. From then on there was only one who had no choice in the matter, and that was Pa. The Mater decided that a limousine was the most comfortable and suitable for people getting on in years. John reasoned out his choice on the basis of economy in petrol. It was scientifically proved, he said, that the faster a machine the proportionately greater saving there was in fuel. Annette thought one of those green enamelled cars, like the one the Batesons bought, was simply sweet. While Hugh, aged sixteen, brought down the wrath of the whole family on his youthful head by suggesting a racer. When Pa's friends heard of it he was button-holed in the street or at the Club, and the virtues of a dozen different makes of car were urged upon him, until he was in a maze of indecision. Everyone's car was the best in the market; and those who did not own one advised certain makes they had seen illustrated by the dozen in magazines. At night he dreamed of sparkling plugs, exhausts, chassis, spare wheels and brakes. A realistic skid and a fall over a tank drew upon him the midnight wrath of Ma, indignant at being so rudely roused from her sleep. At breakfast everyone interrupted everyone else in the idea-absorbing topic, and after a heated argument Annette did not speak to John for twenty-four hours. The whole of Pa's cosmos was changed. The car was bought (totally unlike any they had imagined) and the peaceful quiet of his pre-motor days was past. He lived in a whirl of dusty Sundays and a perennial smell of petrol and lubricating oil. Pa did the driving, after a few lessons and a new splashboard. A broken bottle was the means of the nearest approach to profanity he had ever been, and the beginning of a series of monthly bills from the repair shops. Once there was a slight accident involving a dead dog and an angry owner. Then a breakdown ten miles from anywhere, where Pa could not fix although he got tremendously black and oily in the endeavour. The garage man said afterwards it was quite a simple matter as Pa had forgotten to renew the water before starting. Acrimonious argument, following a spoilt day, drove him to the Club where, under the influence of a few whisky sodas, he sold the car to a fellow clubman less fifty per cent. of its cost. He thereafter contented himself with an occasional round of golf, or pottering around in the garden where he experimented on greenfly with the remains of his stock of petrol.

FRAWLEY CO.

NOT TO PLAY HERE.

We are asked to announce that there will be no performance by the Frawley Company in Hongkong this week-end, notwithstanding the fact that such has been advertised.

Messrs. Moutrie and Co. were in receipt of telegraphic advice late yesterday afternoon to the effect that, owing to a typhoon, the Fushimi Maru, on which the Company is travelling to Hongkong, has been delayed. Instructions were also cabled to cancel the Theatre booking, and to make all arrangements for the immediate transhipment on Sunday of the Company's effects to board the Shinyo Maru which leaves for the north and Japan on Monday.

Thus it is that there will be no play presented here on this occasion.

ORGAN RECITAL.

Mr. Denman Fuller is giving another recital with a popular programme on Monday evening next in St. John's Cathedral at 9.15, which, judging by the very large attendance at the last, should be well supported. In response to several requests, a Bach "Prelude and Fugue" are being included in the programme; the particular work chosen is the one in D major, one which in many ways is the most showy of the set and as arranged by Tausig is such a favourite with virtuosos pianists. Other items will be Elgar's Military March No. 1 (introducing "Land of Hope and Glory"), the Rachmaninoff Prelude in C sharp minor, Handel's famous "Largo", Grieg's well known "Morning" out of the Peer Gynt Suite, and Guilmant's "Prayer and Cradle Song." Mrs. D. J. Brown will sing "As pants the hart" (Spohr) and Liddle's popular "Abide with me."

in the fashion. But in his innocence he mentioned it. That was sufficient. From then on there was only one who had no choice in the matter, and that was Pa. The Mater decided that a limousine was the most comfortable and suitable for people getting on in years. John reasoned out his choice on the basis of economy in petrol. It was scientifically proved, he said, that the faster a machine the proportionately greater saving there was in fuel. Annette thought one of those green enamelled cars, like the one the Batesons bought, was simply sweet. While Hugh, aged sixteen, brought down the wrath of the whole family on his youthful head by suggesting a racer. When Pa's friends heard of it he was button-holed in the street or at the Club, and the virtues of a dozen different makes of car were urged upon him, until he was in a maze of indecision. Everyone's car was the best in the market; and those who did not own one advised certain makes they had seen illustrated by the dozen in magazines. At night he dreamed of sparkling plugs, exhausts, chassis, spare wheels and brakes. A realistic skid and a fall over a tank drew upon him the midnight wrath of Ma, indignant at being so rudely roused from her sleep. At breakfast everyone interrupted everyone else in the idea-absorbing topic, and after a heated argument Annette did not speak to John for twenty-four hours. The whole of Pa's cosmos was changed. The car was bought (totally unlike any they had imagined) and the peaceful quiet of his pre-motor days was past. He lived in a whirl of dusty Sundays and a perennial smell of petrol and lubricating oil. Pa did the driving, after a few lessons and a new splashboard. A broken bottle was the means of the nearest approach to profanity he had ever been, and the beginning of a series of monthly bills from the repair shops. Once there was a slight accident involving a dead dog and an angry owner. Then a breakdown ten miles from anywhere, where Pa could not fix although he got tremendously black and oily in the endeavour. The garage man said afterwards it was quite a simple matter as Pa had forgotten to renew the water before starting. Acrimonious argument, following a spoilt day, drove him to the Club where, under the influence of a few whisky sodas, he sold the car to a fellow clubman less fifty per cent. of its cost. He thereafter contented himself with an occasional round of golf, or pottering around in the garden where he experimented on greenfly with the remains of his stock of petrol.

Mr. Rowan submitted that the money was not paid by the plaintiff. At any rate, even if it were paid by him, the Chinese document which was filed purporting to be a receipt given by the defendant would show that he was acting for three men for whom passages were to be secured. He was therefore agent for these three men for his uncle, who left recently for California.

His Honour:—Why should not the plaintiff recover the money? Mr. Rowan:—Because the money does not belong to him, although his name was used.

His Honour:—What you mean is that he has no cause of action against the defendant. You object to pay him?

Mr. Rowan:—I have obtained two passages for the three men and one of them was turned down because he had tracoma. My client went to the China Mail Company and secured the passages, and completed the contract.

His Honour:—I think there is one point, and that is whether the plaintiff can discharge for his uncle or the three men.

The man who introduced the plaintiff to the defendant gave evidence to the effect that \$90 was paid in his presence by the plaintiff from his safe to the defendant in ten dollar bills.

The case is proceeding.

PASSAGES TO HAVANA.

ACTION FOR RETURN OF MONEY.

In the Summary Court this morning, before His Honour Mr. Justice J. R. Wood (Puisne Judge) Shun Ka-lau, a Californian merchant, sued Li Chi-yip, a passage money agent, for the recovery of \$130. The plaintiff recited that on July 10th and 14th last the plaintiff paid two sums of \$90 and \$40 respectively, in consideration of the defendant agreeing to arrange passages for three persons by the Empress of Japan which left on July 20th. It was agreed that such monies should be refunded in the event of the defendant failing to secure the passages. The defendant failed to obtain the passages.

Mr. Crow appeared for the plaintiff and Mr. Rowan for the defendant.

Mr. Crow said that the plaintiff was a partner in a firm of Californian merchants and in July last he desired to assist three of his clansmen to go to Havana. He was unable to obtain a passage, and eventually he was put in touch with the defendant, who was really a passage broker. Certain monies were paid, \$30 each in respect of the men. The men were to leave by the Empress of Japan. The passages were not secured. Four days after the defendant had received the money from the plaintiff he came to the latter and informed him that one of the men was suffering from a complaint and \$40 was required for treatment. The \$40 was paid. His Honour:—The \$90 was not deposit money?

Mr. Crow:—No. It was a cash payment.

His Honour:—The plaintiff does not say so.

Mr. Crow:—I believe it is. A few days before the Empress of Japan left were informed by the defendant that no passage could be obtained. Eventually these three men left on the China, their passages being obtained from entirely different sources.

The plaintiff said that three of his clansmen came to Hongkong in the fifth moon to go to Havana, but they could not get a passage. He mentioned the matter to his friends and they said they knew a person who would guarantee to secure a passage. They introduced him to the defendant on July 11th. The defendant said there were berths on the Empress of Japan for \$30 each. Two days after the plaintiff paid the money, the defendant said that there were berths for two, and he asked for a further sum of forty dollars as Sun Fang, the third man, was not "satisfactory." The passage money was not returned. An offer was eventually made to refund the money.

Mr. Rowan submitted that the money was not paid by the plaintiff. At any rate, even if it were paid by him, the Chinese document which was filed purporting to be a receipt given by the defendant would show that he was acting for three men for whom passages were to be secured. He was therefore agent for these three men for his uncle, who left recently for California.

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The case is proceeding.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 4.45 p.m. yesterday:

Cyclone or Typhoon E. N. E. of Manila, moving E.N.E. Cyclone or Typhoon W. of Balintang Channel, recurring north-eastward. Cyclone or Typhoon E.N.E. of Manila, moving N.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

"SQUEEZE."

CHAUFFEUR OVER-CHARGES NAVAL OFFICER.

Before Mr. N. L. Smith, at the Magistrate's this morning, a Shanghai driver employed by the Dragon Garage was charged with extorting a sum of \$4 from Surgeon Commander Cock, of H.M.S. Ambrose.

It was stated in evidence that Commander Cock on Sunday last, at 3 p.m., engaged the car at the Naval Yard gate and after an hour spent at Repulse Bay returned at 6 p.m. The charge for this trip should be \$14, but the chauffeur asked for \$18. Remarking that this was rather extortionate, the Commander paid the money, but without asking for the Company's bill for signature of the amount paid. This omission was taken advantage of by the driver, who subsequently paid only \$14 over to the counter clerk at the garage.

At about 11.30 that night, the Assistant Manager of the Garage, Mr. A. A. Wilson, looked into this account, found that the bill was not signed, and his suspicions aroused, he questioned the driver no less than six times, but got no more satisfactory reply than the statement that the Commander paid only \$14, with an additional dollar as cashew. Finally, when repeated questions did not produce the desired result, Mr. Wilson intimated to the man that he was going to communicate with Commander Cock and ascertain how much truth there was in the story. This threat was put into execution the next day, but before this, the driver, fearing that his duplicity would be revealed, had hastened to put matters right by getting a first audience with the Commander and offering to pay the over-charged sum under cover of the excuse that a mistake was made in the reckoning. This fact was communicated in the reply which the Commander sent to Mr. Wilson, with the result that the present charge was brought.

The chauffeur told the Magistrate that the Commander, of his own accord, reckoned the amount and placed the money on the cushion of the car. The over-charging was not due to any inclination by witness. The Commander, he claimed, knew him very well; that in fact, he would like to have him for his chauffeur (This in spite of the fact that a statement was made by the Commander that this was the first time he had engaged a car from the Dragon Garage and was not well-acquainted with the fares charged).

A fine of \$25, or one month's hard labour, was inflicted.

INDO-CHINA TROUBLES.

TRANSPORT CREWS STRIKE.

From Haiphong exchanges we note that some delay was caused in the departure of the two transports, General Gallieni and Camranh, with a detachment of Annamite troops for Syria, by a strike of the crews whose grievance was in connection with the unfavourable effect of the exchange on their pay. The authorities, in view of the serious effects which might ensue from a prolonged delay in the departure of the two vessels, after other measures had failed had to resort to military measures which at length resulted in the submission of the strikers, who, on the evening of the 21st instant, returned to their posts after securing from the Secretary-General (Vice-Governor of Indo-China) a guarantee that no penal measures would be taken in consequence of their attitude, and that

NEW ADVERTISEMENTS.

G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 6th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Pokfulam Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area	Frontage	Depth	Area in Acres	Frontage in Feet	Depth in Feet	Area in Sq. Yds.
1	100	100	100	0.23	100	100	10,000

NOTICE.

G. R.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 6th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Plantation Road, The Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

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1	100	100	100	0.23	100	100	10,000

NOTICE.

G. R.

KOWLOON CRICKET CLUB.

A Grand Illuminated Promenade Concert will be held in the grounds of the K.C.C. on Saturday, September 11th, at 9 p.m. The Full Band of the Wiltshire Regiment will perform (by kind permission of Lieut.-Col. Wyndham and Officers), and several well-known local artists will appear. Admission \$1.00.

they would be restored to their full status on arrival at Marseilles. Further arrests and seizures of bombs are being made in consequence of the discovery of a conspiracy against the Government. It is reported in the *Courrier d'Haiphong* that the Surete Police have seized a number of baskets of bombs in the province of Nam-Dinh and that so far some thirty Annamites have been arrested. Further arrests are expected to be made within the next few days.

CHINA COAST STORM SIGNALS.

AN INTERESTING ARTICLE.

It is perhaps, needless to say, that the storm signal stations situated at the various China coast ports play a most important part in conveying to mariners information of the most valuable nature as regards the direction, velocity and latitude of typhoons, especially at this time of the year, and therefore, a letter which appeared in our last issue will have attracted more than a little attention. The only point on the coast where storm signals are flown between Hongkong and Shanghai, is at Guttsloff, and masters of vessels who are bound for Hongkong or Shanghai, if they desire the latest information regarding typhoons, must put into Amoy or Swatow; otherwise, on a 900-mile stretch of the coast, they have no means of ascertaining the latest storm signals which at the time might be of the highest possible moment.

Our correspondent suggests that storm signal stations be established at Dodd and Chapel Islands which lie in the direct of shipping on the coast and are both within 25 miles of Amoy. He states: There is no place between Hongkong and Guttsloff, where, on the usual track of shipping, one may receive a storm warning. This could be remedied by establishing a repeating station on Chapel Island or Dodd Island or preferably both. Amoy is served by cable from Hongkong and Shanghai and all that would be required is a small wireless installation at Amoy and another on Chapel and Dodd Islands, the symbols hoisted by day and, if possible, by night also.

The difficulty here, of course, lies in the establishment of such stations with competent operators to look after them. As far as Amoy is concerned there would be no difficulty in securing the services of an operator. Doubtless there are many local amateur wireless operators there sufficiently interested in wireless, to undertake, for a small remuneration, the general supervision of a small wireless installation. But what of Chapel and Dodd Islands? If the lighthouse-keepers are intended to look after such a plant they would need to be trained somewhat in the mysteries of wireless; that means they would have to know how to effect minor repairs, be able to receive and send messages and in general attend to the whole installation. They would willingly, we think, undertake such work after being trained sufficiently although the extra duties involved, in addition to looking after the lighthouse, might cause some little inconvenience. This, however, remains to be seen. Again, the services of another man might be engaged to look after such wireless installation on the islands named but it goes without saying that the scale of pay for being so isolated many months in the year would have to be high; and, in any case, it might be found to be a matter of a hard nature to induce a suitable person to accept such a berth were such offered to him.

The shipping companies, however, ought to be interested in such a question as is here raised; it is a matter of moment to them as to whether their vessels are delayed through a typhoon or otherwise whilst coming up the coast and also whether their ships are damaged through such.

It is a fact that were storm signal stations established where suggested, shipping on the China coast would be immeasurably bettered and the danger involved from typhoons to vessels, life and cargo, would be considerably mitigated. In all such matters the question raised may be placed in a nutshell by considering in this light: does the danger of typhoons to shipping and the subsequent benefits to be derived from installing a wireless installation on Dodd or Chapel Islands warrant the cost of erecting and buying the necessary plant? In this case it seems to do so. Perhaps some of the shipmasters on the coast and in this particular trade from Shanghai to Hongkong all the time will give their views on the subject for they, as far as this question is concerned, are involved to quite an extent. — *Shipping and Engineering.*

MALTA REJECTS IMPERIAL PREFERENCE.

The Governor of Malta has received instructions from the Colonial Secretary to withdraw the Imperial Preference Bill, in view of the opposition of the people.

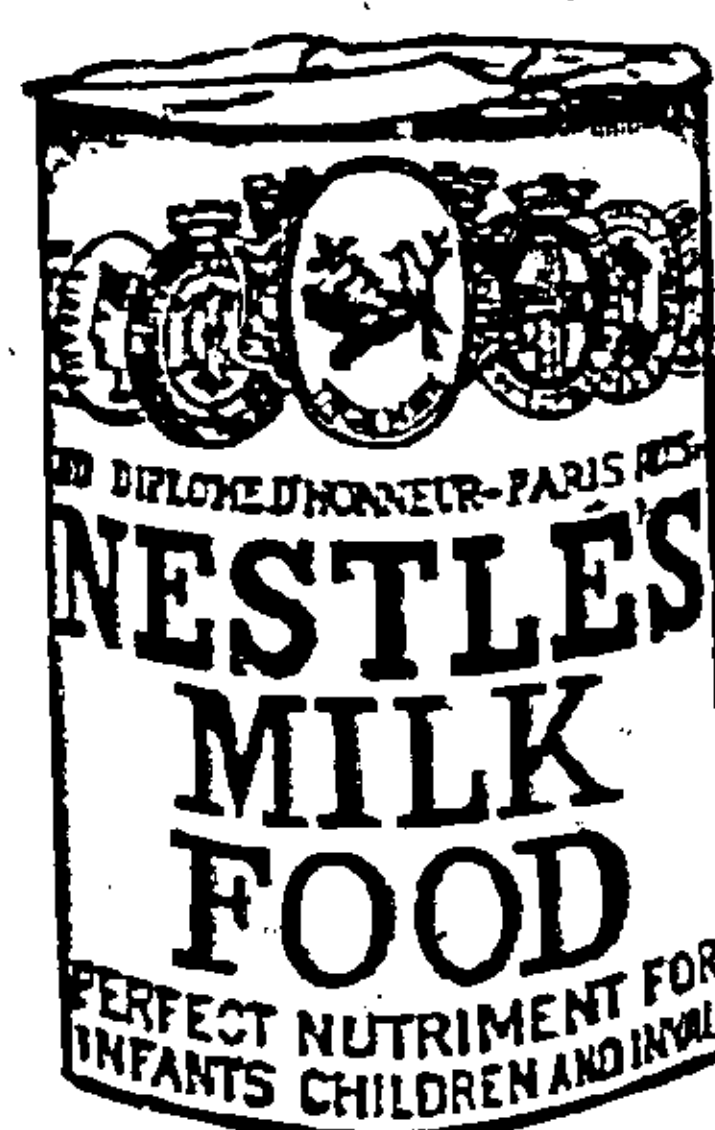
DAIRY FARM NEWS.

New Shipment just received

Couda Cheese	- 80 cents per lb.
Edam	" - 80 " " "
Cream	" - 30 " " pat
Picnic	" - 30 " " jar

THE DAIRY FARM, ICE & GOLD STORAGE COMPANY, LIMITED.

BRINGS



JOY

TO

MOTHERS

— ASK WATSON'S! —

MERCHANT MARINE.

CHINA COAST CHANGES.

Mr. S. M. Barling, second officer, Chili, is on reserve.
Mr. H. E. Jones, from reserve, has gone second officer, Chili.
Captain R. F. Steel of the Chili is on reserve.
Mr. G. P. McAdam, from reserve, has gone master, Chili.
Mr. J. Maher, second engineer, Luanyi, has signed off.
Mr. P. M. McNeil, from reserve, has gone second engineer, Luanyi.

Mr. J. M. Morren, supernumerary second officer, Kinsing, has gone supernumerary second officer, Hangsang.
Mr. A. T. Rookledge, supernumerary second officer, Hangsang, has gone second officer, Kinsing.

Mr. A. Dockwrey, chief officer, Kinsing, has gone chief officer, Waishing.

Mr. R. McNair, chief officer, Waishing, has gone chief officer, Kinsing.

Mr. A. R. D. Smith, supernumerary second officer, Kwong-sang, has gone supernumerary second officer, Koonshing.

Mr. J. M. Meikle, supernumerary second officer, Koonshing, has gone supernumerary second officer, Kwong-sang.

Mr. J. Barden, chief officer, Loongsang, has gone chief officer, Hangsang.

Mr. J. Powell, chief officer, Hangsang, has gone chief officer, Loongsang.

Mr. S. F. Pinchin, second officer, Kutwo, has gone chief officer, same ship.

Mr. N. Cook has been appointed second officer, Kutwo.

Mr. J. J. Robertson, from reserve, has gone acting second engineer, Kinsing.

Mr. E. J. Bucknall, second engineer, Kinsing, is on leave.

Mr. F. P. Smith, from leave, has gone third engineer, Hopeang.

Mr. G. Brown, from leave, has gone supernumerary third engineer, Tuckwo.

Mr. W. C. Young, from reserve, has gone second officer, Kwang-tah.

Mr. J. U. Johnson, chief officer, Kwanglee, has gone chief officer, Kiangwah.

Mr. C. Hansen has been appointed second officer, Kwanglee.

Mr. R. M. Symington, third engineer, Haen has gone third engineer, Feiching.

Mr. A. B. Demer, third engineer, Feiching, has gone acting second engineer, same ship.

Mr. J. E. Bryson, second officer, Hai Hong, has resigned.

Mr. R. A. Young has been appointed Berthing Officer, C. M. Customs, Canton.—*Shipping and Engineering.*

SCIATICA AND RHEUMATISM.

AGONIES THAT CAN BE BANISHED.

Real agony that pierces your hip and that shoots down your leg—agony that grows worse when you are warm in bed and longing for sleep—that is Sciatica. Pains in your joints and muscles, perhaps accompanied by swelling, stiffness, redness, feverishness, thirst, loss of appetite and a general feeling of weakness and misery, these are the symptoms of Rheumatism.

Both Rheumatism and Sciatica are due to the same cause, a debilitated, poisoned state of the blood. This explains why Dr. Williams' pink pills have proved so successful as a remedy. They purify and enrich the blood, and they make new, rich red blood at every dose, thus revitalizing the nerves, invigorating the digestion and restoring health and strength to the whole body.

Anemic people are easy victims to rheumatism, and on the other hand rheumatism rapidly thins the blood, thus inducing anaemia. For anaemia and all the disorders arising therefrom Dr. Williams' pink pills for pale people have been the most famous remedy in the world for over thirty years. They are obtainable from dealers everywhere, and \$1.50 the bottle, \$8, for six bottles, from Dr. Williams' Medicine Co., 96 Essex Street, London, W. To-day is the best time to commence your own cure.

NOTICES.

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IN SMART VERTICAL STRIPES.
NEW SHADES
SIZES, 9½ - 11½

MORLEY'S
CASHMERE HALF HOSE
IN LIGHT
AND MEDIUM WEIGHTS

JAEGER
IN VARIOUS NEW SHADES
— ALL SIZES —

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Wm. Powell Ltd

TELEPHONE 346

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ALL BRITISH
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AMERICAN
BOOTS and SHOES
AT
Half Manufacturer's Prices
Must be Cleared
Before Saturday the 4th inst
GENTS' OUTFITTING SECTION.

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Caldbeck's Old Tom and Dry
Jas. Coult's & Co., Old Tom and Dry
Boord & Son Old Tom and Dry
Booth's No. 1 Old Tom
Plymouth (Coates & Co.)
Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central.

(Telephone No. 75.)

WHEN YOU THINK OF BETTER SOUP & PUDDINGS THINK OF

THE HING WAH PASTE MFG. CO. LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

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STARS, EGG NOODLES &c.

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PACIFIC SHIPPING.

C.P.O.S.

SAILINGS

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki (Mol) Kobe & Yokohama.
Steamers From Hongkong Due Vancouver.

Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 25	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the United States. Conditions on the Atlantic are so controlled as to require that Atlantic reservations can be arranged by letter or cable from the Pacific to Europe. Through bills of lading from Montreal to Liverpool, London and Glasgow. Passage tickets covering all such reservations will be issued here.

For fares and other information please apply to
HONGKONG OFFICE,
LADIES ADDRESS: CANTON.
CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

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The following U. S. Shipping Board vessels
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S.S. "WEST INSKIP" September 3rd, for San Francisco via Shanghai and Japan Ports.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FIELDING" September 3rd, for Haiphong, Singapore, Padang and Rangoon.
Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

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Cable Address "SOLANO."

TELEPHONE 141.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG.
SHINYO MARU	22,000	Sept. 6th.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 3374 & 2375.
Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ICIDIUM" About Oct. 6th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WAWALONA" About Sept. 9th.

"MONTAGUE" Sept. 15th.

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR-FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,**THE ADMIRAL LINE**

AGENTS.

Telephones

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5th floor

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LOS ANGELES PACIFIC NAVIGATION CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG.

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Ships in connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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RANCH OFFICE:

Kobe, Shanghai,

Manila, Singapore.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.

CHINA MAIL S.S. CO. LTD

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent. 2161.

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Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.
NEW YORK. NEW YORK.
Operating Baltimore via Panama Service to the Far East.

To SAN FRANCISCO DIRECT.
"ELKHORN" 7th Sept. "BRAVECEUR" 14th Sept.
TO SEATTLE.

"DEUEL" 12th September.
To ROTTERDAM and NEW YORK.
"AQUARIUS" 15th September.
To CUBA.

"CHIPCHUNG" 15th September.
To SEATTLE & SAN FRANCISCO.
"WEST HIMROD" 24th September.
Through Bills of Lading issued to all U.S. and Canadian
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HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL. Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

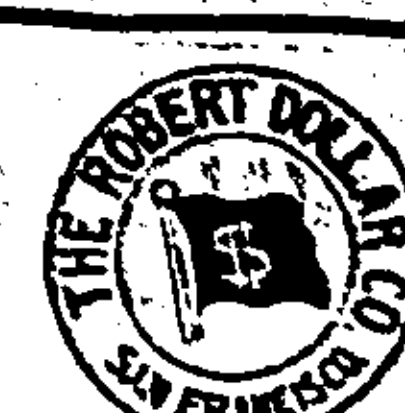
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DOLLAR LINE



SAILINGS FROM HONGKONG FOR
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STEAMERS.

SAILING DATE.

FOR VANCOUVER.

"MELVILLE DOLLAR" SEPT. 17TH.
"HAROLD DOLLAR" OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

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792.

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U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

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SINGAPORESAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "LAKE ONAWA"

Sailing on September 4th.

U.S.S.B. "LAKE FARRAR"

Sailing on September 12th.

Operated on behalf of U. S. S. B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:-

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

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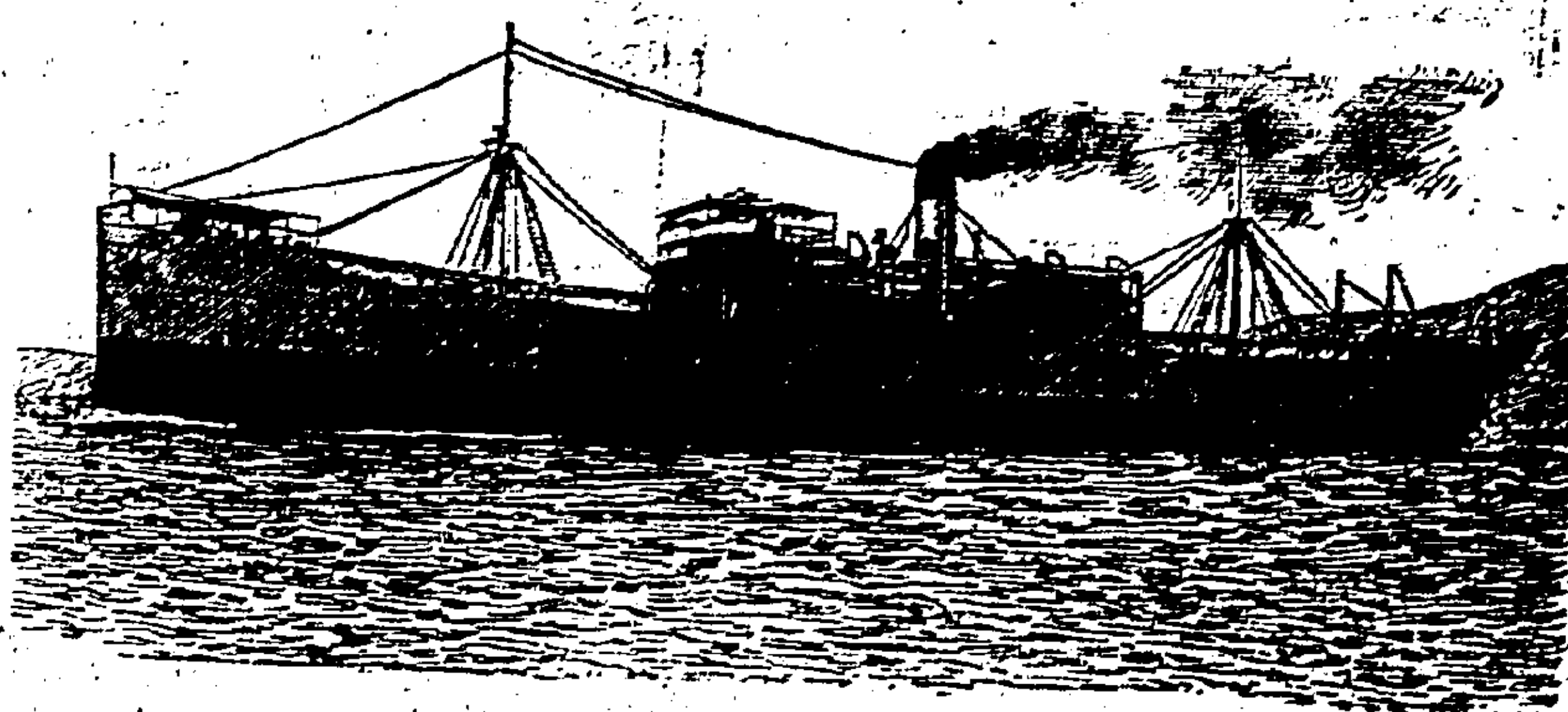
Manager.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

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P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AFRICA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DEEPFORD (cargo)	5,500	12th Sept.	M'les. London & Antwerp
DILWARA	5,400	13th Sept.	Spore, Colombo & B'bay.
KHIVA	2,800	15th Sept.	M'les. London & Antwerp
NANKIN	2,900	15th Oct.	M'les. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	7th Sept.	Straits, F'oon & Cebu
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Sandakan, Thursday Island, China, Townsville, Brisbane, Sydney and Melbourne.
ST. ALBANS	4,500	4th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

TANDA	7,800	3 Sept. d'light.	Shanghai & Japan.
KANOWNA	7,000	5th Sept.	Kobe only.
NANKIN	2,900	7th Sept.	Shanghai & Japan.
G. APCAR	4,900	11th Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 10 ft. x 10 ft. will be received at the office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

Agents, 22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'lung, Manila, Shai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern.

Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Sat. 11th Sept. at 11 a.m.

KATORI MARU Thursday, 30th Sept. at 11 a.m.

TAMURA MARU Friday, 8th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KAGA MARU Thursday, 9th Sept. at noon.

YOKOHAMA MARU Friday, 10th Sept. at noon.

HAMBURG, LONDON & ANTWERP

MARSEILLES & LIVERPOOL via Spore, Cebu, Suez & Port Said.

TOTTORI MARU Tuesday, 23rd September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept. at 11 a.m.

NIKKO MARU Wednesday, 30th Sept. at 11 a.m.

NEW YORK

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU Wednesday, 15th September.

YETOROFU MARU End of September.

CALCUTTA & RANGOON via Singapore & Penang.

BOMBAY MARU Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 18th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU Wednesday, 8th Sept. at 11 a.m.

DARAB MARU Wednesday, 8th September.

WAKASA MARU Friday, 10th September.

SADO MARU Friday, 15th Sept. at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Amoy	in port	6th Sept.	Java.
Tjikobas	Java	9th Sept.	14th Sept.	Shanghai.
Tjikmanok	Java	13th Sept.	18th Sept.	Yokohama.
Tjikboet	Japan	15th Sept.	14th Sept.	Java.
Bengalis	Manila	14th Sept.	17th Sept.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjandari	Java	10th Sept.	15th Sept.	Sad F'isco.

Through Bills of Lading issued to U.S.A. and Canadian Overseas Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" (Call Marseilles) 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore. Thursday, 9th September.

"CHICAGO MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

Sunday, 5th September.

SAIGON, BANOKOK, & SINGAPORE—Regular Monthly Service.

"SHISEI MARU" Thursday, 2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

"KUNAJI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" Monday, 27th Sept.

NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Monday, 20th Sept.

JAPAN PORTS—Mojji, Kobe, Yokohama & Yokohama.

"HANGS MARU" (omit Moji & Yokohama) Friday, 3rd Sept.

NEW ORLEANS LINE.

"BORNEO MARU" Thursday, 2nd Sept.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.

"AMAKUSA MARU" Monday, 6th Sept.

TAKAO via SWATOW & AMOY. Thursday, 9th September.

"SOSHI MARU"

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	21st Sept.	27th Sept.

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KAWAS"	10th Sept.
LONDON	"EWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK

S.S. "EGREMONT CASTLE"

via SUEZ CANAL

Sailing on or about 10th September.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea

and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "KINSHBRUCK" Sailing on or about 5th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 5th Sept.

S.S. "KIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apex Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Choysang	Fri. 3rd Sept. at d'light.
MANILA	Loongsang	Fri. 3rd Sept. at 3 p.m.
YOKOHAMA & Kobe	Fooksang	Fri. 3rd Sept. at 5 p.m.
SHANGHAI	Esang	Wed. 8th Sept. at d'light.
SANDAKAN	Minsang	Thur. 9th Sept. at noon.
STRAITS & Calcutta	Namsang	Thur. 9th Sept. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore. Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometime calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passengers accommodation, sailings from

both ports every Friday.

HAI-PHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov.

between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 9th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sinkiang	2nd Sept. at noon.
WWEI C'FOO & TIENSIN	Kueichow	4th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	4th Sept. at 4 p.m.
H'HOW, P'HOI & H'PHONG	Kailong	5th Sept. at 9 a.m.
AMOY, SHAI & PUKOW	Szechuen	7th Sept. at 10 a.m.
SWATOW & BANGKOK	Chusan	7th Sept. at noon.
SHANGHAI	Sunning	9th Sept. at noon.
SHANGHAI & TSINGTAO	Chenan	11th Sept. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao

weekly, taking Cargo on through Bills of Lading to all Yangtze

and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Sept. 1, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. C. Passmore	FRI. 3rd Sept. at 2 p.m.
Hailong	A. H. Stewart	TUES. 7th Sept. at 2 p.m.
Hailong	J. S. Thomson	FRI. 10th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	10th Sept.
"BIRMINGHAM CITY"	via Suez	10th Sept.
"CITY OF DUNKERK"	via Suez	10th Sept.
"ALAN"	via Suez	1st Oct.

Calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal or Overseas system.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO.

CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. HINSANG from Sandakan arrived last evening with 3,500 tons of cargo, for Hongkong.—Mooring Kowloon Wharf.

The s.s. TANDA arrived yesterday from Calcut

TO-DAY'S PICTURES.



SOCIETY WEDDING.

Major General Sir Cecil Lowther and Mrs. Gordon-Bois who were recently married at the Chapel Royal. General Lowther is the brother of the Right Hon. J. W. Lowther, who for many years past has been Speaker of the House of Commons.



A CHILD WONDER.

Stanislas Rzechewsky, an eight-year-old boy, playing the twenty best chess experts of France. He played them all at the same time, moving rapidly from one board to the next, and lost only three of the twenty games.



CARPENTIER AND HIS WIFE.

Georges Carpentier and his wife leaving America for France.



HON. ARTHUR MEIGHEN.

Above is seen the new Premier of Canada.



U.S. PRESIDENTIAL CAMPAIGN.

Scene around the pavilion at Garfield Park, Marion, while Senator Harding was delivering his speech of acceptance.



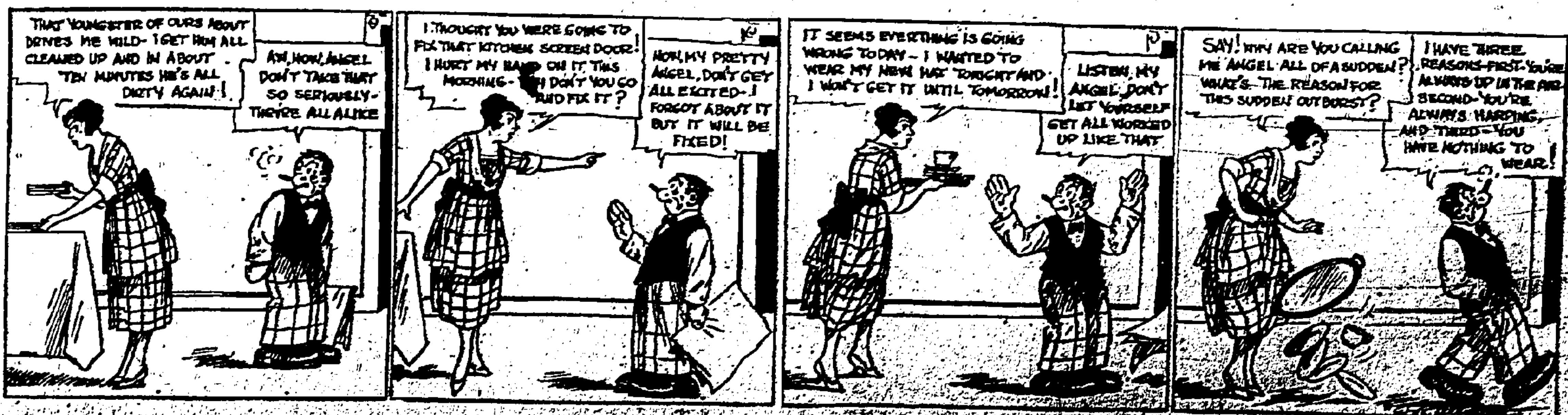
MRS. ARTHUR MEIGHEN.

The latest photo of the wife of the new Premier of Canada.

DOINGS OF THE DUFFS.

Tom Must Have Lain Awake at Nights Figuring That Out.

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

[HEAD OFFICE:— NEW YORK CITY.]

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP GLASGOW NICE
BARCELONA HAMBURG PARIS
BERLIN KOBLE PETROGRAD
BORDEAUX KOBLE ROTTERDAM
BRESEN LIVERPOOL
BRUSSELS LONDON
BUENOS AIRES LUCERNE
CHRISTIANIA MANILA
COPENHAGEN MARSEILLES
GENOA MONTREAL
YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAW

SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephone 2477 & 2478 5th Floor
Hotel Mansions.

CANADIAN PACIFIC OCEAN SERVICES,

LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "METHVEN"

WILL BE DESPATCHED FROM HONGKONG
on FRIDAY, the 3rd SEPTEMBER, at noon.

Through Bills of Lading issued to Canadian and
U. S. Overland points.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C.P.O.S. Ltd.

BRITISH PROPAGANDA.

INTERESTING FIGURES.

Some curious information with regard to the cost of propaganda appears in the report of the Comptroller and Auditor General submitted to Parliament. The account (which was for the year closing March 31st, 1919) shows that the grant to the Ministry totalled £1,038,057 4s. 11d., and the expenditure £933,293 11s. 6d., leaving a surplus to be surrendered of £104,763 13s. In addition a sum of approximately £229,200 had been expended from the Stationary Office Vote for 1918-19.

The Comptroller-General states in his report that it appeared from an examination of the appropriation account that it included £60,053 8s. 3d. in respect of charges for which neither details nor vouchers could be furnished; and £20,834 7s. 4d. for which details had been furnished, but no sub-vouchers in support were available. It was explained by the Treasury that there was no question of the expenditure being properly employed with the exception of some £2,000, but there were no vouchers. Apparently it was used in secret service. Though the Ministry of Information came to an end with the armistice, propaganda is still being carried on by the Foreign Office, which probably accounts for some of the ridiculous messages supplied for dissemination in Japan. All this money has been absolutely wasted but no one is allowed to account.

Attention is drawn by the Comptroller's report to a scheme for the supply, on repayment, of paper from England for the service of certain journals in Greece, which had resulted in a loss of £10,701 1s. 1d. For this loss the Treasury had the courage to decline to give covering authority. What will happen we do not know, but in view of the shortage of paper in England it is scandalous that Greek propagandist journals should be supported in this way.

WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Station	1919	1920
City	100.00	100.00
Hill	100.00	100.00
Water	100.00	100.00
Level	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	1919	1920
City	100.00	100.00
Hill	100.00	100.00
Water	100.00	100.00
Level	100.00	100.00

KOWLOON WATERWORKS LEVEL.

Station	1919	1920
City	100.00	100.00
Hill	100.00	100.00
Water	100.00	100.00
Level	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	1919	1920
City	100.00	100.00
Hill	100.00	100.00
Water	100.00	100.00
Level	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	1919	1920
City	100.00	100.00
Hill	100.00	100.00
Water	100.00	100.00
Level	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	1919	1920
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	1919	1920
City	100.00	100.00
Hill	100.00	100.00
Water	100.00	100.00
Level	100.00	100.00

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—
Kwongshun, Jervois Street, from Shanghai.
Lachungshun, Tongtak Station, from Wellington Street, (2) from Amor.
Palmitag, Kremlin from Shanghai.
William Dupe, Transport President, from Tokyo.
Limechong, from Amoy.
Dashkoff, Passif Comersial Company, from Vladivostok.
Munson, from Kobe.
N. LUND.
Act. Superintendent.
Hongkong, Aug. 26, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Fukusho, from Taipei.
Collin, from Colombo.
Lim, from Haiphong.
Molven, from Wakefield.
Pacific, from Calcutta.
Tandebank, from Paris.
M. E. F. AIREY.
Superintendent.
Hongkong, Aug. 26, 1920.

PEAK TRAMWAYS CO. LTD.

TIME TABLE.

WEEK DAYS.

From	To	Time
Peak	Leicester	7.15 a.m.
Peak	Leicester	7.30 a.m.
Peak	Leicester	7.45 a.m.
Peak	Leicester	8.00 a.m.
Peak	Leicester	8.15 a.m.
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